

From: rmacdonough@juno.com  
 Sent: Monday, April 24, 2006 4:01 PM  
 To: BHPRevisedDEIR@slc.ca.gov  
 Subject: Fw: DWIGHT SANDERS

----- Forwarded Message -----  
 Dear Mr. Sanders:

I attended the hearing at Oxnard on Apr. 19. While I did not speak out at that session, I would like to register my opposition to the Cabrillo Port terminal. My major concern is the creation of smog-producing air pollution by the project (est. 207 tons per year) and the support of further fossil-fuel projects.

I feel we should instead put our money on developing renewable energy sources.

I retired to Port Hueneme because it has one of the best air records in California. This project might change that. I see no serious attempt by BHP Billion to offset its polluting emissions.

Richard MacDonough, Ph.D.

#### V027-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

#### V027-2

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures. Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases.

| V027-1

| V027-2

| V027-3

#### V027-3

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan. Section 3.3.2 addresses renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as an alternative to the Project.

| V027-4

#### V027-4

The EPA has made a preliminary determination that the FSRU should be permitted in the same manner as sources on the Channel Islands that are part of Ventura County. See Section 4.6.2 for an updated discussion of relevant regulatory requirements and Section 4.6.4 for proposed emission reduction measures.

From: julia maher [juliamaher@earthlink.net]  
Sent: Monday, May 08, 2006 3:19 PM  
To: BHPRevisedDEIR@slc.ca.gov  
Subject: LNG Terminal

Sir/Madam

The proposed LNG terminal off the coast of southern California should be denied for many reasons, including the threat to marine life and to our coast. It's also questionable whether this is the best way to deal with our energy needs.

Julia Maher  
Los Angeles

P049-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P049-2

Sections 4.7.4 and 4.8.4 discuss the potential impacts to the marine and coastal environments, respectively. Sections 3.3.5, 3.3.6, and 3.3.7 discuss alternative locations considered.

P049-1

P049-2

P049-3

P049-3

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

G215

2006/G215



**Santa Clarita Valley Chamber of Commerce**  
 28460 Avenue Stanford, #100 • Santa Clarita, CA 91355  
 (661) 702-6977 • (661) 702-6980

April 17, 2006

Mr. Dwight Sanders  
 California State Lands Commission  
 Division of Environmental Planning and Management  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825-8202

By Fax: 916-574-1885  
 By Email: [BHPRevisedDEIR@slc.ca.gov](mailto:BHPRevisedDEIR@slc.ca.gov)

RE: Cabrillo Port LNG Terminal  
 State Clearinghouse No. 2004021107

Dear Mr. Sanders:

I am writing as President and CEO of the Santa Clarita Valley Chamber of Commerce and our 1,700 members to express our continued support for the Cabrillo Port LNG facility that will provide needed new supplies of natural gas to California and support the state's clean energy and clean air goals.

Many of our members, and millions of businesses and residents throughout the Santa Clarita Valley and southern California, rely on a ready supply of clean burning and efficient natural gas. We are concerned about its increasing price and its supply availability. We support expanding the state's supply of natural gas transported to California from other areas.

LNG is a safe and clean energy form. It is simply natural gas that can be delivered right into a gas utility's pipeline system increasing the availability of gas supplies and acting as a competitive balance to help moderate prices of natural gas transported to California from other areas.

I commend the State Lands Commission and its staff for the time and effort invested to comprehensively evaluate the environmental impacts of the proposed Cabrillo Port offshore facility. I am glad that the Commission has recently released a revised draft environmental impact report that is responsive to earlier public comment. This revised DEIR has been substantially re-written with additional data incorporated from numerous studies and recent surveys concerning biological resources, water resources, endangered species, oak trees, cultural resources and other important issues. Importantly, this report explains why Cabrillo Port is an environmentally sound project and shows the proposed facility can be operated safely. I am also pleased that Cabrillo and local gas utility officials will monitor impacts related to the natural gas pipeline project during the construction process, an issue important to our members, local residents and the City of Santa Clarita.

California needs an LNG delivery option, and I hope that Cabrillo Port can be permitted and operated as soon as possible.

Sincerely,

Larry G. Mankin, President & CEO  
 Santa Clarita Valley Chamber of Commerce



G215-1

Section 1.2.3 contains updated information on natural gas needs in California. Forecast information has been obtained from the California Energy Commission.

G215-2

Sections 4.8.4, 4.9.1 and 4.18.1 discuss these topics. Chapter 2 and Section 4.2 discuss the provisions in the safe operation of the facility.

G215-3

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

G215-1

G215-2

G215-3

P323

**Comment Form/Formulario Para Comentarios**

**Cabrillo Port LNG Deepwater Port—Revised Draft EIR**  
**Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR**

To receive a copy of the Final EIS/EIR, you must provide your name and address.  
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Marcia & Brad Marcus

Organization/Agency (Organización/Agencia): \_\_\_\_\_

Street Address (Calle): 4137 Ocean Dr

City (Ciudad): Oxnard

State (Estado): Ca Zip Code (Código Postal): 93035

email address (dirección de correo electrónico): \_\_\_\_\_

**Please provide written comments on the reverse  
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma  
 en la caja del comentario.**

**You may also address any written comments  
 to the attention of:**

**Dwight E. Sanders**

California State Lands Commission  
 Division of Environmental Planning and  
 Management  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825

**Include the State Clearinghouse number:  
 2004021107**

**Comments may also be submitted via email  
 to: BHPRevisedDEIR@slc.ca.gov**

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 Division of Environmental Planning and  
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 100 Howe Avenue, Suite 100-South  
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**Incluir el número de State Clearinghouse:  
 2004021107**

**Los comentarios también se pueden enviar  
 por correo electrónico a:  
 BHPRevisedDEIR@slc.ca.gov**

**All comments must be received  
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido  
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

California should not agree to the use of its Public Lands, nor should the US agree to the use of its Public lands for this use requested by the applicant.

P323-1

① there is no showing that there is a need for natural gas.

P323-2

② we would be foolish to further increase our dependence on foreign oil. It is contrary to stated US & Calif Policies and lacks common sense for which an EIR is not required.

③ the only reason to approve the project should be because we absolutely need more natural gas. Not established!

④ the health & safety of the community will be irreparably harmed.

P323-3

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

P323-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P323-2

Sections 1.2.2 and 1.2.3 contains information on natural gas needs in the U.S. and California. Forecast information has been obtained from the U.S. Department of Energy's Energy Information Agency and from the California Energy Commission. Section 1.2 discusses dependence on foreign energy sources.

P323-3

Section 4.2 and Appendix C address public safety.

P283

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

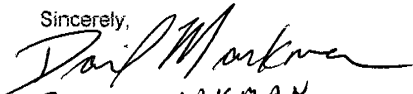
Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
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- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

  
DAVID MARKMAN  
28128 PCH #216  
MALIBU CA 90265

P329

# Comment Form/Formulario Para Comentarios

**Cabrillo Port LNG Deepwater Port—Revised Draft EIR**  
**Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR**

To receive a copy of the Final EIS/EIR, you must provide your name and address.  
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Bruce Markovich

Organization/Agency (Organización/Agencia): \_\_\_\_\_

Street Address (Calle): 1615 Brookside Ave

City (Ciudad): Oxnard

State (Estado): CA Zip Code (Código Postal): 93035

email address (dirección de correo electrónico): \_\_\_\_\_

**Please provide written comments on the reverse  
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma  
 en la caja del comentario.**

**You may also address any written comments  
 to the attention of:**

**Dwight E. Sanders**  
 California State Lands Commission  
 Division of Environmental Planning and  
 Management  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825  
**Include the State Clearinghouse number:**  
**2004021107**

**Comments may also be submitted via email  
 to: BHPRevisedDEIR@slc.ca.gov**

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 comentario escrito a la atención de:**

**Dwight E. Sanders**  
 California State Lands Commission  
 Division of Environmental Planning and  
 Management  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825  
**Incluir el número de State Clearinghouse:**  
**2004021107**

**Los comentarios también se pueden enviar  
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**BHPRevisedDEIR@slc.ca.gov**

**All comments must be received  
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido  
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

- The necessity/advisability of importing LNG is a debatable proposition which has not yet been adequately debated in any public forum. This is a broad scale energy policy issue for the state of California, and state and county governments.

P329-1

- Whether or not it is advisable to import LNG, the infrastructure & pipelines required to do so should NOT be built in/around populated areas. I am a homeowner in Oxnard and I am absolutely opposed to ANY proposal (BHP Billiton's or any other) to bring LNG onshore and transport it through the Oxnard Plain and Ventura County.

P329-2

P329-3

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

P329-1

Section 1.2.1 contains information on the responsibilities of the California Energy Commission (CEC) and California Public Utilities Commission (CPUC) to "carry out their respective energy-related duties based upon information and analyses contained in a biennial integrated energy policy report adopted by the CEC." Section 1.2.1 also describes the public process that is used to develop the Integrated Energy Policy Reports to ensure that California's energy-related interests and needs are met.

Sections 1.2.2 and 1.2.3 contain information on natural gas needs in the U.S. and California. Forecast information has been obtained from the U.S. Department of Energy's Energy Information Agency and from the California Energy Commission. Section 1.2 discusses dependence on foreign energy sources.

Section 1.5 contains information on opportunities for public comment. After the MARAD final license hearing, the public will have 45 days to comment on the Final EIS/EIR and the license application. The Federal and State agencies will have an additional 45 days to provide comments to the MARAD Administrator. The Administrator must issue the Record of Decision within 90 days after the final license hearing. The CSLC will hold a hearing to certify the EIR and make the decision whether to grant a lease. The California Coastal Commission will also hold a hearing. Comments received will be evaluated before any final decision is made regarding the proposed Project.

P329-2

As described in Chapter 2, LNG would only be present on LNG carriers and on the FSRU, which would be located 12.01 nautical miles offshore. LNG would be regasified offshore and transmitted as natural gas through subsea pipelines to onshore pipelines. Section 4.2.8 contains information on safety requirements for pipelines.

P329-3

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

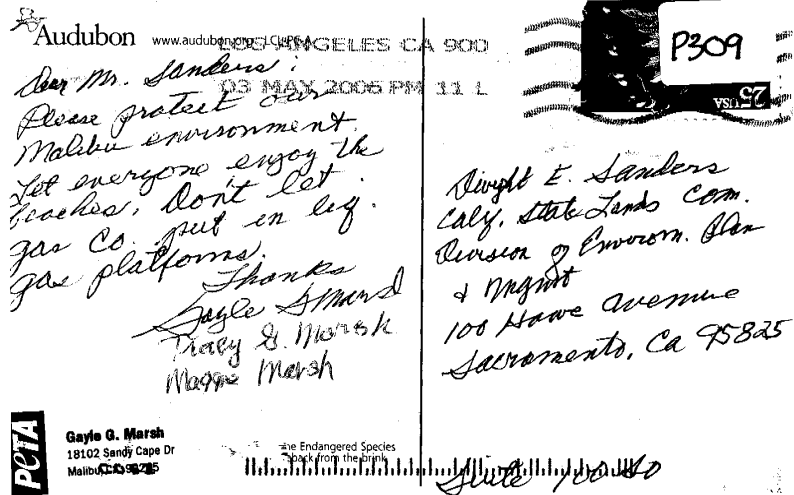


P309-1

Sections 4.7.4 and 4.8.4 discuss the Project's potential impact to the marine and terrestrial environment, respectively.

P309-2

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.



P309-1

P309-2

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

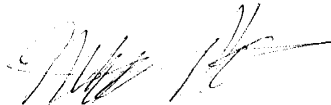
Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
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- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,



Helga Matern  
P.O. Box 1104  
Malibu, CA 90265

P342

## Comment Form/Formulario Para Comentarios

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Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.  
Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Norma Matias

Organization/Agency (Organización/Agencia): Dore's Day CARE

Street Address (Calle): 615 Valentina Drive

City (Ciudad): Oxnard, CA

State (Estado): CA Zip Code (Código Postal): 93030

email address (dirección de correo electrónico):

Please provide written comments on the reverse  
and drop this form into the comment box.

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California State Lands Commission  
Division of Environmental Planning and  
Management  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825  
Include the State Clearinghouse number:  
2004021107

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Comments/Comentarios (Use additional sheets if necessary/Puede utilizar  
hojas adicionales si es necesario):

I and my family neighbors  
Co. workers oppose LNG because  
it is dangerous to our community  
6 of my nephews nieces have  
asthma what will the additional  
air pollution do to them Kill them?

P342-1

P342-2

Please Do not build or allow  
LNG BHP to build their plant  
in Oxnard. We may be Latino  
an working-class but we have  
a right to breathe clean air.

P342-3

P342-4

P342-1

Section 4.2 and Appendix C contain information on public safety.

P342-2

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

P342-3

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P342-4

Section 4.19.4 contains additional information on this topic.

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

P255

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,


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There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

  
JOHN MAZA  
6613 ZUMIRE DR  
MALIBU, CA 90265

**From:** Michael McBride [mjmc@netzero.net]  
**Sent:** Sunday, April 30, 2006 9:34 PM  
**To:** BHPRevisedDEIR@slc.ca.gov  
**Subject:** Proposed LNG Deepwater Port Project

Dear Mr. Sanders,

I'm writing to briefly but vehemently tell you that I absolutely oppose the proposed LNG deepwater port project. My family has lived in Oxnard for over 30 years and we appreciate the safety and beauty of this area. The proposed terminal will create too much pollution and too much danger to our coast, not to mention the effects it will have on the treasured Channel Islands we are fortunate to have off our coast and to which we have an obligation of stewardship. I will fight this terminal with everything I have and urge you to do whatever is in your power to keep this terminal away from my coast. Given the overwhelming remarks against the project at the recent meeting and hearing in Oxnard, I'm confident that I am faithfully representing not only my own wishes but those of my community. So I don't care what you do – find another place to put the terminal or another source of energy for southern California – but whatever you do, don't put it in my backyard.

Sincerely,

Michael McBride

#### P033-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

#### P033-2

Sections 4.6.4 and 4.18.4 discuss the Project's potential impacts to air and water quality. Sections 4.7.4 and 4.8.4 discuss the Project's potential effects to the marine and terrestrial environments. Section 4.2 and Appendix C contain information on public safety. The FSRU would be located outside of the current boundary of the Channel Islands National Marine Sanctuary (CINMS) and vessels associated with Cabrillo Port operations would not be expected to enter the CINMS. Sections 4.7.1.4, 4.13.2.2, and 4.20.1.5 discuss the potential expansion of the CINMS boundary, which is not proposed at this time. Sections 3.3.5, 3.3.6, and 3.3.7 discuss alternative locations considered.

| P033-1

| P033-2

P246

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April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
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Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

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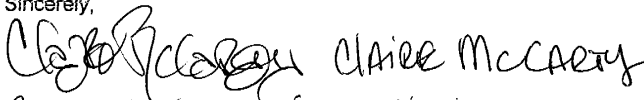
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Sincerely,

 Claire McCarty  
31948 Pacific Coast Highway  
Malibu, Calif 90265

To: California State Lands Commission

From: Patti McClain  
4521 Gateshead Bay  
Oxnard, Ca. 93031

Date: April 19, 2006

After hearing from concerned Oxnard citizens last year BHP recommended that Southern California Gas Co. modify its plans to run new natural gas pipelines parallel to existing pipelines in favor of a new route away from residential areas that use existing public rights of way. They believe that is the best approach to ensure the least possible disruption to the citizens of Oxnard.

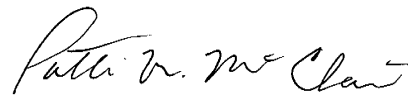
Liquefied natural gas is just natural gas in its liquid form. It is a non toxic and non-corrosive- form of natural gas. The process of converting it from a liquid back to a gas has been used safely for more that 49 years.

We need this energy to meet our energy goal for now and for the future.

V242-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V242-1





To: California State Lands Commission

From: Mary McClenning  
1750 Gina Drive  
Oxnard, Ca. 93030

Date: April 19, 2006

I thought that one of the solutions that came out of the energy crisis was that California was going to build more electric generation. Now I see that as soon as next summer So. California is looking at the possibility of more rolling blackouts again.

Our elected official need to put new energy resources at the top of their priority list. Whether it is building a new generation facility or more wind farms, it always seems that the people who live near any proposal will try to stop it and the rest of us have to suffer in the dark.

That is unfair. California should bite the bullet and aggressively pursue new energy resources – from I import facilities for liquefied natural gas to electric generation. We cannot wait for another energy crisis before we act.

*Mary McClenning*

V240-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V240-1

V241

2006/V241

To: California State Lands Commission

From: Scott McClenning  
1750 Gina Dr.  
Oxnard, Ca. 93030

I read a while ago the Los Angeles Economic Development Corp warned that NIMBYism is threatening the progress of Los Angeles' economy. The State Public Utilities Commission also warned that Southern California might face blackouts as soon as this summer. Do not think the two issues are unrelated.

In Oxnard and Malibu, "Not in my back yard" homeowners are trying to stop the Cabrillo Port, a facility that will help bring in significant natural gas resources for So. California. It's the same natural gas that we burn to generate electricity.

We need to put two and two together and start building the infrastructure needed to make sure California never has an energy crisis again.



V241-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V241-1



May 12, 2006

Mr. Dwight Sanders  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825

RE: Revised Draft Environmental Impact Report for the Cabrillo Port LNG Natural Gas Deepwater Port (State Clearinghouse # 2004021107)

Dear Mr. Sanders:

The following are some of our continuing concerns regarding the proposed Cabrillo Port LNG Natural Gas Deepwater Port (Cabrillo Port) and its Revised Draft Environmental Impact Report (RDEIR.)

1. The "Purpose, need and objectives" does not consider a reasonable range of alternatives as required by CEQA and NEPA. It also fails to adequately consider preferred alternatives of conservation and renewable energy sources.
2. The RDEIR ignores the impacts of the other parts of this company's processes to get the LNG to the Cabrillo Port location, including extracting the gas and especially the transporting of the LNG long distance from other countries, including along the United States' coast line. Especially not addressed are the long distance transport impacts on "greenhouse warming" climate change.
3. Amazingly the DREIR analyzes impact of their estimated average capacity rather than addressing impacts of their full stated capacity. (Using 800 million cubic feet per day versa 1,500 million/ 1.5 billion cubic feet per day.) An 87.5% difference....
4. The alternatives analysis does not include a reasonable range of alternatives. And, rejects all the environmental preferred alternatives including energy conservation, increasing efficiencies and renewable energy sources. In addition, alternative proposed LNG projects and alternative technologies are not evaluated.
5. Air Quality. The RDEIR does not address complying with California and local Air Quality laws. The RDEIR does not address the large air pollution impacts on the coastal communities, especially to Ventura and Los Angeles Counties. This is especially a large neglect in the RDEIR, as these counties already fail California and Federal clean air standards. And, again the air pollution generated by transporting of the LNG to Cabrillo Port is not addressed.
6. Impacts to whales and other marine wildlife are not addressed correctly. The RDEIR seems to believe that the whales do not migrate through this area. They need to recheck with the local tourist industry, and all the tourist who think they have seen migrating whales out there. Impact to the marine wildlife that need to be addressed adequately include noise, pollution by operations, pollution by spills, intake of ocean water at Cabrillo Port and especially the discharge of used, heated water back into the ocean.

G016-1

Both NEPA and the CEQA require the consideration of alternatives to a proposed project. A lead agency's lack of jurisdiction over a potential alternative is one factor that it may consider in determining if a potential alternative is feasible, reasonable, and merits detailed study in an EIS/EIR. Whether a potential alternative is purely hypothetical or speculative, or whether the potential alternative can be accomplished in a successful manner in a reasonable period of time are additional factors the lead agency may consider in assessing the feasibility and reasonability of the potential alternative.

From a NEPA perspective, while a Federal agency must analyze "a range of reasonable alternatives" (as opposed to any and all possible alternatives), and may be required to analyze an alternative that is outside the capability of an applicant and that is outside the jurisdiction of the agency, the threshold question in determining whether to analyze any alternative is whether that alternative would be a "reasonable" alternative. Reasonable alternatives include those that are practical and feasible from the technical and economic standpoint and using common sense (CEQ 40 Questions; #2a).

G016-1  
G016-2

G016-3  
G016-4

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G016-6

G016-7

G016-8

To provide for an effective "hard look" at the alternatives the agency must limit the range to those alternatives that will best serve the environmental review process, and not needlessly examine and discuss in depth remote or speculative alternatives that that discussion does not facilitate a better decision making process. As stated in 40 CFR 1502.14(a), the EIS should "rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated."

Section 15126.6(a) of the State CEQA Guidelines states, in part, "[t]he Lead Agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives." The California Supreme Court in the Citizens of Goleta Valley case recognized that while an agency's jurisdiction was only one factor to consider, "[t]he law does not require in-depth review of alternatives that cannot be realistically considered and successfully accomplished." In addition, the discussion in section 15364 in the State CEQA Guidelines states that "[t]he lack of legal powers of an agency to use in imposing an alternative or mitigation measure may be as great a limitation as any economic, environmental, social, or technological factor."

Chapter 3 discusses energy conservation, efficiency, and renewable sources of energy, and explains why these potential alternatives were not studied in detail in the EIS/EIR. The range of alternatives studied in detail is reasonable and conforms to NEPA and the CEQA requirements.

#### G016-2

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

#### G016-3

Executive Order 12114, Environmental Effects Abroad of Major Federal Actions, requires Federal agencies to consider the potential environmental effects of major Federal actions that could significantly affect the global commons outside the jurisdiction of any nation. Executive Order 12114 is not applicable to the extraction and development of natural gas in foreign countries.

An evaluation of the Project's environmental effects abroad must also be viewed within the context of section 15040 of the State CEQA Guidelines, which specifically defines and correspondingly limits the authority provided to State and local agencies under the CEQA.

The Applicant has stated that the source of the natural gas for this Project would be either Australia, Malaysia, or Indonesia. As these countries are sovereign nations, the Applicant would be required to comply with those countries' applicable environmental laws and regulations pertaining to the extraction and development of natural gas fields as well as those pertaining to the liquefaction and transfer of LNG to LNG carriers. Consideration of the Applicant's compliance with a foreign nation's applicable laws and regulations is beyond the scope of this EIS/EIR.

The Applicant has indicated that the Scarborough natural gas field in the state of Western Australia could be a potential source of natural gas for the Project. In May 2005, the Honourable Ian Macfarlane, the Australian Federal Minister for Industry, Tourism and Resources, stated, "Development of the Scarborough Field and

related support facilities must be carried out in accordance with applicable laws and regulations of both the Australian Government (federal) and the State Government in Western Australia. Any activities will be subject to assessment and approvals under the applicable environmental legislative regimes. These include, among others, the Commonwealth Environment Protection and Biodiversity Conservation (EPBC) Act 1999, governing matters of national environmental significance, and, under State legislation, the Western Australian Environmental Protection Act 1986. The objectives of the Commonwealth's environmental regulatory regimes are to provide for the protection of the environment and ensure that any petroleum activity is carried out in a way that is consistent with the principles of ecologically sustainable development." (Appendix L contains a copy of this letter.)

Section 1.3 has been revised to include information on Indonesian and Malaysian environmental requirements that would regulate impacts related to producing and exporting natural gas. All three countries have existing LNG liquefaction facilities.

#### G016-4

Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases.

#### G016-5

Section 1.0, "Introduction," has been updated to more clearly specify the throughput figures used in the environmental analysis. As stated, "Under normal operating conditions, the annual average throughput would be 800 million cubic feet per day; however, the Applicant has calculated that maximum operating scenarios would allow deliveries of up to 1.2 billion cubic feet per day, or the gas equivalent 1.5 billion cubic feet per day on an hourly basis for a maximum of six hours. These operating conditions would only be in effect if SoCalGas were to offer the Applicant the opportunity to provide additional gas in cases of supply interruption elsewhere in the SoCalGas system or extremely high power demand, for example, during hot summer days." In addition, applicable sections of the document have been updated similarly to clarify the throughput figures used in the analysis, including Sections 4.6, 4.7, 4.14, and 4.18.

#### G016-6

See the responses to Comments G016-1 and G016-2. Section 4.20 contains information on proposed LNG projects for which applications have been filed. Sections 3.3.8 and 3.3.9 contain information on alternative technologies.

## G016-7

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.2 contains information on the regulatory setting for the Project.

Section 4.1.8 contains a detailed description of the marine climatic setting. Section 4.6.1.2 has been revised to provide an expanded discussion of the potential transport of offshore air pollutant emissions to onshore areas due to meteorological conditions.

Sections 4.6.1.3 and 4.6.2 contain revised information on the air quality designations for the Channel Islands that are within the boundaries of Ventura County (Anacapa and San Nicolas Islands). The determination of the air quality designations of the Channel Islands, including those in Ventura County, with respect to National Ambient Air Quality Standards, is under the jurisdiction of the USEPA.

Section 4.6.4 contains revised analyses of the impacts on air quality from the emissions of criteria pollutants, ozone precursors, and toxic air pollutants from the FSRU and Project vessels.

The air dispersion modeling analysis of the criteria air pollutant emissions from FSRU and Project vessel operational activities includes prediction of impacts at receptors located from the coastline to 2 miles inland spanning approximately 44 miles from Ventura to Malibu. Additional receptors were also placed along the coastline spanning approximately 38 miles from Malibu to the Palos Verdes Peninsula located directly south of Los Angeles.

Impact AIR-4 and Impact AIR-5 in Section 4.6.4 have been revised to provide specific information regarding the Applicant's emissions reduction programs and their review by the USEPA and the California Air Resources Board (CARB). As part of air permit-to-construct application procedures, the Applicant has committed to the USEPA to achieve emissions reductions (in addition to reductions inherent to the Project) to an amount equal to the FSRU's annual NO<sub>x</sub> emissions. The Applicant has executed contracts to retrofit two marine vessels (long haul tugs) by replacing the propulsion engines of each vessel with modern low emitting engines (Tier 2 compliant diesel-fired engines). At the request of the USEPA and the CARB, the Applicant conducted source testing to assist in determining the emission reductions expected as a result of the retrofits. Both the USEPA and the CARB have reviewed the results, but there is not yet a consensus on the

estimated emission reductions from the mitigation proposal.

Based on the USEPA's and the CARB's estimates, the proposed Emissions Reduction Program (AM AIR-4a) would provide for NOx emission reductions greater than the estimated annual NOx emissions from FSRU equipment and estimated NOx emissions from operation of LNG carrier offloading equipment. However, the total emission reductions would be less than the annual NOx emissions estimated for all operations (FSRU and Project vessels) in California Coastal Waters, as defined by the CARB. According to CARB, the emission reduction proposal "represents more than what would otherwise be required by the current determination of applicable regulations."

Appendix G9 contains a memorandum from the CARB to the CSLC on this topic. Electronic copies of the Applicant's reports submitted to the USEPA that detail the tug retrofits and related emission reductions are available at [www.epa.gov/region09/liq-natl-gas/cabrillo-air.html](http://www.epa.gov/region09/liq-natl-gas/cabrillo-air.html).

#### G016-8

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.7.4 contains information on impacts on marine biological resources and measures to address potential impacts. "Mysticetes" in Section 4.7.1.5 contains information on gray whale migration routes. BioMar-5, BioMar-8, BioMar-9, and BioMar-10 in Section 4.7.4 contain information on impacts on whales and other marine mammals.

AM PS-1a AM PS-1b, AM PS-1c, AM PS-1d, AM MT-3a, AM BioMar-9a, and AM BioMar-9b are measures the Applicant has incorporated into the proposed Project. MM PS-1e, MM PS-1f, MM PS-1g, MM BioMar-5a, MM BioMar-5b, MM BioMar-5c, MM BioMar-10a, MM BioMar-10b, MM MT-3f, and MM NOI-1a are mitigation measures that address these potential impacts.

Impact BioMar-5 in Section 4.7.4 contains an updated discussion of marine mammal impacts from noise, including an analysis of the potential for Level A and B takes under the MMPA using the current guidelines. This analysis uses estimated background noise levels as a baseline, and thus takes into account the already heavily ensonified waters in the Southern California Bight. The discussion of cumulative noise impacts in Section 4.20.3.7 has been clarified to acknowledge potential overlap with Point Mugu activities under some operating scenarios.

The discussion of offshore construction impacts in Section 4.6.4 has been revised, as applicable, to indicate that offshore pipeline construction would not occur during the gray whale migration period, which lasts from November through June.

A closed loop tempered water cooling system, which recirculates water, would be used instead of a seawater cooling system, except during annual maintenance (four days for the closed loop tempered water cooling system, and four days for the Moss tanks when the inert gas generator [IGG] would be operating).

Because seawater would only be used as non-contact cooling water during these maintenance activities, the volume of seawater used would be greatly reduced. Seawater would also be used for ballast. Section 2.2.2.4 describes the proposed seawater uptakes and uses for the FSRU. Appendix D5 describes seawater intakes and discharges during Project operations, and Appendix D6 describes the closed loop water system and provides thermal plume modeling analysis of discharges from the backup seawater cooling system.

When either the backup seawater cooling system or the IGG are operating, the temperature of the discharged seawater would be elevated above ambient temperatures no more than 20°F at the point of discharge and would be 1.39°F at 300 m from the point of discharge during the worst case scenario. These thermal discharges would comply with the California Thermal Plan (see Sections 4.7.4 and 4.18.4 and Appendix D6).

Section 4.7.4 contains information on uptake volumes and potential impacts of seawater uptake and discharge on marine biota, including ichthyoplankton from intake of seawater, from thermal discharges of cooling water.



7. The RDEIR deferring the identification of all sensitive biological resources to be impacted, to a later plan is a major omission and needs to be included now in the EIR to comply with CEQA, etc. requirements.
8. Energy: The RDEIR does not address California's approved Energy Action Plan (CEAP.) adequately. The CEAP has set out the priorities for California in achieving our energy goals.
  - a. Number one is energy efficiency.
  - b. Number 2 is informing the California consumers regarding energy use, time and cost to reduce their demand.
  - c. Number 3 is to aggressively develop renewable energy sources.
  - d. Number 4 is to upgrade the state's existing power plants, grid operations and distribution systems.
  - e. Number five is to ensure a market structure that will provide affordable energy by working with industry and public utilities.
  - f. The 6<sup>th</sup> priority is to reduce or moderate demand for natural gas.

The RDEIR especially does not address adequately the California Energy Action Plan's priorities in the Alternatives.
9. Geologic Hazards: the RDEIR does not adequately address, as it uses incomplete and outdated information.
10. Land use: the RDEIR does not identify nor address all Government plans, policies and regulations that apply to the proposed project.
11. Noise: the RDEIR does not address the impacts of the proposed project's noise on marine wildlife.
12. Recreation: The RDEIR does not consider impacts to sailors, boaters and tourist as impacted by the proposed project.
13. Safety. The RDEIR does not address the potential danger nor results if all three storage tanks were involved in a fire, etc.
14. Socioeconomics: The RDEIR does not address the socioeconomic impacts of alternatives such as the top priorities in the California Energy Action Plan. The RDEIR does not address adequately impacts to housing, public safety, commercial fishing, tourism and transportation.
15. Water Quality. The RDEIR does not address the impacts from the Cabrillo Port's discharging of high-temperature, used, ocean water back into the ocean and its effects on the marine wildlife including plankton and fish. The RDEIR does not adequately address impacts on water quality by accidental spills, contaminants from on-going operations including tankers, drilling and construction. The RDEIR does not address these discharges as per California and Federal clean water laws.
16. The RDEIR does not comply with the Deepwater Port Act. Especially noted areas that the RDEIR does not meet the Act's requirements:
  - a. Protection of the marine and coastal environment, and prevention or minimizing adverse impacts.
  - b. Protection of the interests of the adjacent coastal State as to location, construction and operation of a deepwater port.
  - c. Protection of the interests of the adjacent coastal State as to the rights and responsibilities of States and communities to protect the environment.
  - d. Assure that a deepwater port project complies with all applicable laws and regulations; including the Clean Air Act, the Federal Water Pollution Act and the Marine Protection, Research and Sanctuaries Act.
  - e. Requirements to use the best available technology to prevent and/or minimize environmental impacts.
17. Going back to the California Energy Action Plan. There needs to be an assessment of energy needs for California. Do we even need imported LNG? If the California Energy Action Plan is followed, increases in energy efficiency, renewable energy supplies and conservation could fill future energy needs.
18. A special concern is that the proposed project would be a utility energy facility monopoly – not able or willing to off-loading LNG from other companies. This

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## G016-9

The Applicant has completed surveys of the pipeline rights-of-way in accordance with California Department of Fish and Game protocol. Surveys included a wetland delineation survey that meets the California Coastal Commission and California Department of Fish and Game wetland definition, botanical and wildlife surveys for Federal and State listed species, a wintering waterfowl survey, a burrowing owl survey, and surveys to determine whether any oak trees would need to be removed during construction. Section 4.8 contains the results of these surveys, and Section 4.8.4 contains mitigation measures. Additional preconstruction plant and wildlife surveys, specific to the final construction timeline and designated pipeline alignment, would be completed for special status species, federally listed species, or California protected species specified by the USFWS or the CDFG, to minimize the potential for causing mortality of local wildlife. However, for purposes of the impact analyses and resultant mitigation, all relevant species are presumed to exist in the vicinity of the proposed Project.

## G016-10

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

As discussed in Section 1.2.3, the "CEC has identified the need for California to develop new natural gas infrastructure to access a diversity of fuel supply sources and to remove constraints on the delivery of natural gas." The CEC has identified LNG as a natural gas supply opportunity; therefore, the CEC has identified natural gas and LNG as part of the energy mix to meet California's energy demand, within the context of the specified loading order.

## G016-11

Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines. Appendices J1 through J4 contain additional evaluations of seismic hazards.

Review of current data and geotechnical reports indicates that risks from seismic and geologic hazards in the Project area are sufficiently understood to evaluate potential impacts for the purposes of the environmental review. Section 4.11.4 contains information on potential impacts from seismic and geologic hazards and mitigation measures to address such impacts. Data and geotechnical reports that were used in the analysis and that were

cited as references include current information sufficient to assess the Project's potential impacts and to evaluate mitigation measures.

The United States Geological Survey (USGS) prepared the report *Comments on Potential Geologic and Seismic Hazards Affecting Coastal Ventura County, California* (Open-File Report 2004-1286, 2004), which is included as Appendix J1. The USGS report was prepared in response to a letter to the USGS dated June 25, 2004, from Representative Lois Capps (CA 23rd District), which specifically requested advice on geologic hazards that should be considered in the review of proposed LNG facilities offshore Ventura County, California, including the Cabrillo Port LNG Deepwater Port Project. The USGS report examines the regional seismic and geologic hazards that could affect proposed LNG facilities in coastal Ventura County, California. Information from the USGS report is incorporated in Section 4.11, which contains information on seismic and geologic hazards, and conclusions from the USGS report were used in the analysis. Appendices J2 through J4 contain additional evaluations of seismic hazards.

Two of the authors of the USGS report are also authors of the technical paper "Recent Deformation along the Offshore Malibu Coast, Dume, and Related Faults West of Point Dume, Southern California," published in the *Bulletin of the Seismological Society of America*, December 2005; this technical paper was also used in the analysis and cited as a reference. The analysis also took into consideration and cited as a reference the USGS/California Geological Survey's most current information from *Probabilistic Seismic Hazard Assessment Maps* (updated April 2003). The Applicant prepared additional geological and seismic hazard reports and preliminary geotechnical studies for the proposed Project that were also used in the analysis and cited as references.

#### G016-12

Section 1.6 contains information on applicable permits, approvals, and regulatory requirements for the Project. In addition, the document includes tables throughout Chapter 4 that summarize major laws, regulatory requirements, and plans for resource areas evaluated. Table 4.13-6 in Section 4.13 summarizes major laws, regulatory requirements, and plans for land use.

#### G016-13

Impact BioMar-5 in Section 4.7.4 contains an updated discussion of marine mammal impacts from noise, including an analysis of the potential for Level A and B takes under the MMPA using the current guidelines. This analysis uses estimated background noise levels as a baseline, and thus takes into account the already heavily

ensonified waters in the Southern California Bight. The discussion of cumulative noise impacts in Section 4.20.3.7 has been clarified to acknowledge potential overlap with Point Mugu activities under some operating scenarios.

#### G016-14

Sections 4.3.4, 4.4.1, 4.14.4, 4.15.4, and 4.16.4 contain information on impacts on sailors, boaters, and tourists.

#### G016-15

NEPA does not require "worst-case analysis" but does require the agency to prepare a summary of existing relevant and credible scientific evidence and an evaluation of adverse impacts based on generally accepted scientific approaches or research methods. However, the Independent Risk Assessment (IRA) (Appendix C1) defines and evaluates representative worst credible cases (scenarios of events that would lead to the most serious potential impacts on public safety). These included accidents that would affect one, two, or all three tanks of the FSRU.

As shown in Tables 4.2-1, 4.2-2, 4.2-7, and 4.2-8, the release of the contents of all three tanks (the entire contents of the FSRU and an attending LNG carrier) is addressed in the escalation scenario associated with a large intentional event. Section 4.2.7.6 contains additional information on how intentional events are addressed. Although the 2006 U.S. Department of Energy's Sandia National Laboratories third-party technical review of the 2004 IRA found that the three-tank simultaneous release (a massive LNG release in a short time period) was not credible, Sandia recommended the consideration of a cascading (escalation) three-tank scenario.

#### G016-16

Section 3.3.1 discusses the California Energy Action Plan and energy conservation measures, which were considered but not evaluated as a Project alternative. Section 4.2 and Appendix C discusses public safety impacts; Section 4.16 discusses existing conditions and impacts on housing, commercial fishing, and tourism; and Section 4.17 discusses transportation impacts.

#### G016-17

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. The previously proposed FSRU generator engine cooling system used seawater as the source of cooling water for the four generator engines. The Applicant now proposes using a closed tempered loop cooling system that circulates water from two of the eight submerged combustion vaporizers (SCVs) through the engine

room and back to the SCVs, which reduces the seawater intake volume by about 60 percent. The seawater cooling system would remain in place to serve as a backup system during maintenance of the SCVs or when the inert gas generator is operating. Section 2.2.2.4 contains a description of the proposed uptakes and water uses for the FSRU.

Because seawater would only be used as non-contact cooling water during these maintenance activities, the volume of seawater used would be greatly reduced. Seawater would also be used for ballast. Section 2.2.2.4 describes the proposed seawater uptakes and uses for the FSRU. Appendix D5 describes seawater intakes and discharges during Project operations, and Appendix D6 describes the closed loop water system and provides thermal plume modeling analysis of discharges from the backup seawater cooling system.

When either the backup seawater cooling system or the IGG are operating, the temperature of the discharged seawater would be elevated above ambient temperatures no more than 20°F at the point of discharge and would be 1.39°F at 300 m from the point of discharge during the worst case scenario. These thermal discharges would comply with the California Thermal Plan (see Sections 4.7.4 and 4.18.4 and Appendix D6).

Section 4.7.4 contains information on uptake volumes and potential impacts of seawater uptake and discharge on marine biota, including ichthyoplankton from intake of seawater, from thermal discharges of cooling water. The ichthyoplankton impact analysis (Appendix H1) includes both literature results and data from California Cooperative Oceanic Fisheries Investigations (CalCOFI) surveys. CalCOFI surveys have been consistently collected over a period of time and are the best scientific data currently available.

#### G016-18

Impact WAT-1 in Section 4.18.4 contains information on temporary degradation of offshore water quality due to accidental discharges. Sections 4.7.2 and 4.7.4 contain additional information describing the regulatory requirements and mitigation measures designed to prevent and further reduce the potential of any oil spills in the marine environment and associated impacts on marine mammals and fish.

"Wastewater Treatment and Discharge" in Section 2.2.2.6 contains information on the amount of gray water that would be discharged. Gray water would be discharged from the FSRU in accordance with a facility-specific NPDES permit issued by the USEPA. Section

4.18.2 contains information on the regulations with which the Applicant would comply to treat, discharge, and/or dispose of wastes and wastewaters. Impact WAT-5a in Section 4.18.4 contains additional information on this topic.

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. A closed loop tempered water cooling system, which recirculates water, would be used instead of a seawater cooling system, except during annual maintenance (four days for the closed loop tempered water cooling system, and four days for the Moss tanks when the inert gas generator [IGG] would be operating).

Because seawater would only be used as non-contact cooling water during these maintenance activities, the volume of seawater used would also be greatly reduced. Seawater would also be used for ballast. Section 2.2.2.4 describes the proposed seawater uptakes and uses for the FSRU. Appendix D5 describes seawater intakes and discharges during Project operations, and Appendix D6 describes the closed loop water system and provides thermal plume modeling analysis of discharges from the backup seawater cooling system.

When either the backup seawater cooling system or the IGG are operating, the temperature of the discharged seawater would be elevated above ambient temperatures no more than 20°F at the point of discharge and would be 1.39°F at 300 m from the point of discharge during the worst case scenario. These thermal discharges would comply with the California Thermal Plan (see Sections 4.7.4 and 4.18.4 and Appendix D6).

Section 4.7.4 contains information on uptake volumes and potential impacts of seawater uptake and discharge on marine biota, including ichthyoplankton from intake of seawater, from thermal discharges of cooling water.

As stated in Table 4.18-8, "[t]he State of California has adopted a general storm water permit covering nonpoint source discharges from certain industrial facilities and from construction sites involving more than one acre. The Construction General Permit requires preparation of a storm water pollution prevention plan (SWPPP) and implementation of best management practices (BMPs) to reduce the potential for pollutants (chemicals and sediment) to be discharged from the construction site to waters of the State."

As indicated, the Applicant would be required under permit to

reduce the potential for pollutants to be discharged during construction. To minimize the potential release and migration of contaminants, the Applicant has incorporated erosion control during construction (AM TerrBio-1a). In addition, the following mitigation measures would minimize the potential release and migration of contaminants during construction: a drilling fluid release monitoring plan (MM WAT-3a), a strategic location for drilling fluids and cuttings pit (MM WAT-4a), monitoring of stream crossing during construction (MM WAT-4c), and backfilling, compaction, and grading following construction (MM GEO-1b).

#### G016-19

Section 1.1.1 contains information on the process used by the Deepwater Port Act (DWPA) of 1974, as amended, which establishes a licensing system for ownership, construction and operation of deepwater port (DWP) facilities. As discussed, the role of the Maritime Administration (MARAD) is to balance the Congressionally imposed mandates (33 U.S.C. 1501) of the DWPA, including those to protect the environment; the interests of the United States and those of adjacent coastal states in the location, construction, and operation of deepwater ports; and the interests of adjacent coastal states concerning the right to regulate growth, determine land use, and otherwise protect the environment in accordance with law.

At the same time, the California State Lands Commission (CSLC) is reviewing the application to ultimately decide whether to grant the Applicant a lease to cross State sovereign lands. As described in Section 1.2.1, "[t]he CSLC authorizes leasing of State lands to qualified applicants based on what it deems to be in the best interest of the State in compliance with the [California Environmental Quality Act]."

Section 1.1.2 contains information on the Governor of California's role in DWP licensing. As discussed, MARAD may not issue a license without the approval of the Governor of the adjacent coastal state (33 U.S.C. 1503(c)(8)). Section 1.1.3 contains information on the role of the U.S. Environmental Protection Agency (USEPA): "[t]he Port must meet all Federal and State requirements and is required to obtain air and water discharge permits from the USEPA." Section 1.2.1 contains additional information on Federal and State responsibilities. Section 1.1.4 contains information on the role of the CSLC to consider whether or not to grant a lease of State lands for the subsea pipelines. The lease may also include conditions relating to those parts of the Project not located on the lease premises. As described in Section 1.3.1, one of the main purposes of the EIS/EIR for MARAD is to "(f)acilitate a

determination of whether the Applicant has demonstrated that the DWP would be located, constructed, and operated in a manner that represents the best available technology necessary to prevent or minimize any adverse impacts on the marine environment."

The USEPA, the U.S. Department of Commerce, including NOAA's National Marine Fisheries Service (NMFS or NOAA Fisheries Service), and the U.S. Department of the Interior, including the Minerals Management Service and the U.S. Fish and Wildlife Service, are cooperating Federal agencies.

As discussed in Section 1.3.2, for significant impacts, the CSLC must adopt a Statement of Overriding Considerations to approve the Project if the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects (State CEQA Guidelines section 15093(a)). After the CSLC's decision, other State and local agencies may take actions on the Project, i.e., on related permits or necessary approvals. These agencies include the California Public Utilities Commission, the California Coastal Commission, the California Department of Fish and Game, the California Air Resources Board, the Los Angeles Regional Water Quality Control Board, the California Department of Transportation, the City of Oxnard and/or Ventura County (for the onshore part of the Project within the coastal zone), and local air quality control districts such as the Ventura County Air Pollution Control District and the South Coast Air Quality Management District. Section 1.4.2 contains information on the changes to the proposed Project that have been made during the environmental review process.

Section 1.5 contains information on opportunities for public comment. After the MARAD final license hearing, the public will have 45 days to comment on the Final EIS/EIR and the license application. The Federal and State agencies will have an additional 45 days to provide comments to the MARAD Administrator. The Administrator must issue the Record of Decision within 90 days after the final license hearing. The CSLC will hold a hearing to certify the EIR and make the decision whether to grant a lease. The California Coastal Commission will also hold a hearing. Comments received will be evaluated before any final decision is made regarding the proposed Project.

California Senate Bill 426 (Simitian), which would have created a ranking process for different LNG projects, was re-referred to the California Assembly Committee on Utilities and Commerce on August 24, 2006. As of November 30, 2006, the Legislature's Current Bill Status shows it as "From Assembly without further

action," which ended the consideration of the bill during the 2005-06 Legislative Session.

**G016-20**

Section 1.2.3 contains updated information on natural gas needs in California. Forecast information has been obtained from the California Energy Commission.

**G016-21**

Multiple LNG projects are proposed for California and Baja California. As discussed in Section 1.2.3, California has multiple natural gas suppliers. If the proposed Project were licensed, the Applicant would not be the only natural gas supplier to SoCalGas and therefore would need to maintain a competitive cost structure to ensure that SoCalGas would buy its product.



facility would not accept the cheapest LNG rather whatever the BHP Billiton LNG International Inc. Company decides to put into the system at whatever price BHP decides to charge. California has already had experiences with energy companies manipulating the energy markets for their own gains and profit at the expense of Californians. This project would set-up California and U.S. citizen for the potential of high energy prices set and manipulated by a company based in a foreign country with no ties to the U.S.

19. A recent report issued by the Attorney Generals of Illinois, Iowa, Missouri and Wisconsin:
  - a. National demand for natural gas has been “relatively flat” for the past ten year.
  - b. The gas supply reserves have been growing.
  - c. The “long run cost of producing gas...is far below the current price being paid.”
  - d. The report notes that concerns about our national gas supply are not because of supply deficiencies, but rather to marketing and regulatory factors that can be addressed and modified as appropriately.
20. BHP has not demonstrated a need for more LNG.
21. BHP and Cabrillo Port would increase the U.S. dependence on foreign countries’ LNG to supply our electricity, heating and cooking fuel needs. We are currently at war because of our dependence on foreign gasoline.
22. The pollution from the Cabrillo Port would make it the worst polluter in Ventura County. Its normal operation emissions of over 270 tons of pollution a year would make it over twice as large as the previous largest polluter.
23. Per the RDEIR, the Cabrillo Port would exceed the CEQA thresholds of significance for smog producing pollutants – in Los Angeles. County its 55 pounds a day. The project proposes to emit 1,268 pounds a day (.or 23 times 55 pounds.)
24. The proposed floating terminal is unproven. No other similar facility exists.

For the Environmental Coalition of Ventura County  
 Janis McCormick  
 President

G016-21  
 Continued

G016-21 Continued

G016-22

Thank you for the information.

G016-22

G016-23

Sections 1.2.2 and 1.2.3 contain updated information on natural gas needs in the U.S. and California. Forecast information has been obtained from the U.S. Department of Energy’s Energy Information Agency and from the California Energy Commission.

G016-23

G016-24

G016-24

Section 1.2 discusses dependence on foreign energy sources.

G016-25

G016-25

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

G016-26

G016-27

G016-26

The USEPA has jurisdiction to administer air quality regulations and required air permits for applicable Project activities that occur outside of the boundaries of California counties, including operation of the FSRU. The SCAQMD has jurisdiction to administer air quality regulations and required air permits for applicable Project activities that occur within Los Angeles County, including construction of the Line 225 Loop pipeline. The SCAQMD also provided comments on the March 2006 Revised Draft EIR that have been taken into consideration.

G016-27

Section 2.1 contains information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU. The Cabrillo Port must be designed in accordance with applicable standards, and the U.S. Coast Guard has final approval. Section 4.2.4 contains information on Federal and State agency jurisdiction and cooperation. The Deepwater Port Act specifies regulations that all deepwater ports must meet; Section 4.2.7.3 contains information on design and safety standards for the deepwater port. Section 4.2.8.2 contains information on pipeline safety and inspections. Impact EJ-1 in Section 4.19.4 addresses additional pipeline design requirements in areas of low-income and minority communities. The EIS/EIR’s

analyses have been developed with consideration of these factors and regulations and in full conformance with the requirements of NEPA and the CEQA.

P348

## LNG EIR INADEQUACIES

JANE MCCORMICK TOLMACH  
656 DOUGLAS AVE.  
OXNARD, CA 93030

THE SAFETY ZONE AROUND THE FSRU IS SO UNDER ESTIMATED THAT THE EIR DOES NOT FULLY EVALUATE THE EFFECT ON THE MILITARY BASES OF THIS LNG FACILITY. THERE IS NO EXAMINATION OF THE LIMITATION ON ACTIVITY IN THE GENERAL AREA WHEN AN LNG SUPER TANKER SHIP APPROACHES THE FSRU. WHAT DOES THE COAST GUARD REQUIRE WHEN AN LNG TANKER APPROACHES BOSTON HARBOR?

THE APPROVAL OF THIS PROJECT COULD END UP WITH THE FEDERAL GOVERNMENT FINDING THAT THE MISSION OF THE MILITARY BASES WAS HARMED BY THE PROJECT AND THAT IT WOULD BE BETTER TO CLOSE THE BASES, WHICH WOULD BE A LOCAL DISASTER, FINANCIALLY. THE MILITARY BASES ARE OUR BIGGEST AND BEST EMPLOYERS. THIS ISSUE WAS NOT EXAMINED BY THE EIR. THAT IS A RISK THAT WE CANNOT TAKE.

THE PROJECT PROPOSED IS ALL BASED ON NON EXISTING CIRCUMSTANCES, JUST HOPES. (PAGE 2-12) "THE APPLICANT ANTICIPATES IMPORTING HIGH QUALITY NATURAL GAS TO THIS PROJECT WHEN WESTERN AUSTRALIA'S SCARBOROUGH OFFSHORE GAS FIELD IS DEVELOPED AND A LIQUEFACTION FACILITY AND TERMINAL IS CONSTRUCTED. THE FIELD LOCATED ON THE EXMOUTH PLATEAU ABOUT 174 MILES OFF THE WESTERN AUSTRALIA COAST IN WATER ABOUT 2,953 FEET DEEP, REPORTEDLY CONTAINS ABOUT 8 TRILLION CUBIC FEET OF GAS. HOWEVER IF THE PROJECT COMES ON LINE BEFORE THE SCARBOROUGH FIELD WELLS ARE OPERATIONAL THE APPLICANT HAS STATED THAT IT WILL IMPORT NATURAL GAS FROM OTHER SOURCES." (WHEN GAS FIELD DEVELOPED, LIQUEFACTION FACILITY CONSTRUCTED OR MAYBE IMPORT ) IT DOES NOT SOUND AS IF THE APPLICANT IS INVOLVED IN THIS BUSINESS BUT WANTS TO BE.

UNDER WHAT FLAG WILL THE LNG VESSEL SAIL? AUSTRALIA , LIBERIA, OR? WHO IS GOING TO PAY FOR PUBLIC LIABILITY INSURANCE UNDER THE APPLICANT'S PLAN? IF THERE IS AN ACCIDENT, WILL THE U. S. COAST GUARD AND AND STATE LANDS COMMISSION BE LIABLE IF THEY APPROVE THIS PROJECT OVER THE OBJECTIONS OF THE CITY OF OXNARD? WOULD THE GOVERNOR BE LIABLE SINCE HE HAS THE POWER TO STOP THE PROJECT?

WHY DOES THIS EIR DISCUSS THE 1977 LNG TERMINAL ACT WITHOUT NOTING THAT IT WAS A RESULT OF THE FINDING IN OXNARD'S MORE THAN A YEARLONG STUDY OF WESTERN LNG TERMINAL ASSOCIATES PROPOSAL FOR AN LNG FACILITY IN OXNARD OF THE DANGER TO OUR PEOPLE. I WAS ON THE OXNARD CITY COUNCIL AT THE TIME. WE HIRED A HIGHLY RATED CONSULTANT TO DO THE EIR FOR THE CITY, SOCIO-ECONOMIC SYSTEMS, INC. THE VAPOR CLOUD DISPERSION MODEL CHOSEN BY OUR CONSULTANT FOR ANALYSIS WAS ONE CHOSEN BY THE UNITED STATES COAST GUARD IN FORMULATING PLANS FOR THE PORTS OF BOSTON, PROVIDENCE, AND NEW YORK.

P348-1

P348-1

Sections 2.2.4, 4.3.1.4, and 4.3.4 address the size of the safety zone, how it would be established, and the potential impacts on marine traffic. The FSRU would be able to rotate 360° around the mooring turret. The safety zone would extend 500 m from the circle formed by the FSRU's stern, the outer edge of the facility, rotating around the mooring turret. See Figure 4.3-4 for an illustration of the potential safety zone and area to be avoided. The safety zone could not be made any larger because its size is governed by international law.

P348-2

The closest point of the Point Mugu Sea Range would be 3.54 NM from the FSRU (4.1 miles; see Table 2.1-2). Potential impacts on the Point Mugu Sea Range and the SOCAL Range Complex are discussed under Impacts MT-5 and MT-6 in Section 4.3.4.

P348-3

Impacts MT-2 and MT-3 in Section 4.3.4 examine the potential impacts of the presence of LNG carriers in the Project area. As discussed, the USCG does not establish security zones for LNG carriers that are beyond 12 nautical miles from shore; the LNG carrier routes are farther than 12 NM from shore.

P348-4

P348-2

Section 4.3.4 contains information on potential impacts associated with the increased vessel traffic due to the proposed Project. The FSRU would be located 3.5 NM (3.54 miles) from the eastern boundary of the Point Mugu Sea Range (Pacific Missile Range). Impacts MT-5 and MT-6 in Section 4.3.4 address potential Project impacts on Naval and Point Mugu Sea Range operations.

P348-5

P348-6

P348-3

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P348-4

Sections 4.2.7.3 and 4.3.1.5 contain information on the use of American crews and U.S.-flagged vessels.

P348-5

Section 4.2.5 contains information on liability in case of an accident and reimbursement for local agencies.

P348-6

Section 4.2.3, the Independent Risk Assessment (Appendix C1), and the U.S. Department of Energy's Sandia National Laboratories'

review of the Independent Risk Assessment (Appendix C2) contain information on the 1977 Oxnard study.

California State Lands Commission

April 19, 2006

Dear Commissioners:

I wish to comment on the Revised Draft EIR relating to safety issues. My huge U.S. Map of the coast from Pt. Dume to Purisima Point has a different name for Point Mugu Sea Range that the DEIR uses. Mine says "caution: Pacific Missile Range". This is 4.1 miles from the FSRU.

I was on the Oxnard City Council when we carefully studied a Liquefied Natural Gas facility in Oxnard in the 1970's. The worst case scenario in the huge EIR was an LNG ship accident in the shipping lanes. The vapor cloud that forms when the -260 degree LNG hits the water and the prevailing onshore wind were expected to cause danger to a greater distance than predicted in this DEIR. The wind as measured at the buoy is reported to be 2, 4, and 6 meters per second. That is 4.5, 8.9, and 13.4 mph. That is why they do not think the vapor cloud will reach the coast. The prevailing onshore wind from the south is very strong. I have traveled to Anacapa Island when the wind was very strong, making me ill. The wind driven waves were big enough that our powerful motor struggled to get us there. I walk south every day and that wind from the south is very strong. I think the buoy measure is inaccurate.

An intentional accident (terrorist attack) would likely be done in the worst weather to achieve more. Let's be realistic.

Jane Mc Cormick Tolmach  
656 Douglas Ave  
Oxnard, CA 93030  
(805-983-2520)

P349-1

P349-1

The Point Mugu Sea Range was formerly known as the Pacific Missile Range. Section 4.3.1.1 contains information on existing conditions, and Impacts MT-5 and MT-6 in Section 4.3.4 discuss impacts on the Point Mugu Sea Range.

P349-2

P349-2

Section 4.2.3, the Independent Risk Assessment (Appendix C1), and the U.S. Department of Energy's Sandia National Laboratories' review of the Independent Risk Assessment (Appendix C2) contain information on the 1977 Oxnard study.

P349-3

P349-3

Section 4.1.8 discusses wind speed and weather conditions. "2006 Independent Risk Assessment" in Section 4.2.7.6 discusses the consideration of wind speed in determining a worst credible case event and states, "higher wind speeds would cause the gas to dissipate more quickly to below the lower flammable limit; therefore, the potential impact distance would not be as great."

P349-4

P349-4

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

## CALIFORNIA STATE LANDS COMMISSION

APRIL 19, 2006

## DEAR COMMISSIONERS

I WISH TO COMMENT ON THE REVISED DRAFT EIR RELATING TO SAFETY ISSUES. MY HUGE U.S. MAP OF THE COAST FROM PT. DUME TO PURISIMA POINT HAS A DIFFERENT NAME FOR POINT MUGU SEA RANGE THAN THE DEIR USES. MINE SAYS "CAUTION: PACIFIC MISSILE RANGE". THIS IS CLOSE TO THE FSRU.

I WAS ON THE OXNARD CITY COUNCIL WHEN WE CAREFULLY STUDIED A LIQUIFIED NATURAL GAS FACILITY IN OXNARD IN THE 1970'S. THE WORST CASE DANGER TO OXNARD IN THE HUGE EIR WAS AN LNG SHIP ACCIDENT IN THE SHIPPING LANES. THE VAPOR CLOUD THAT FORMS WHEN THE MINUS 260 DEGREE LNG HITS THE OCEAN WATER AND THE PREVAILING ONSHORE WIND WERE EXPECTED TO CAUSE DANGER TO A GREATER DISTANCE THAN PREDICTED IN THIS DEIR. THERE WAS AN INADEQUATE EXAMINATION OF THE WIND DIRECTION AND STRENGTH AS WELL AS THE POSSIBILITY OF AN ENTIRE SHIP LOAD BEING SPILLED IN THE OCEAN IN THIS DEIR.

I HAVE LIVED IN OXNARD FOR 58 YEARS AND GREW UP IN VENTURA. WE HAVE A GREAT VARIETY OF WEATHER ALONG OUR COAST. A FEW YEARS AGO WE HAD TWO 100 YEAR STORMS IN TWO MONTHS.

SINCE IT IS NOT CERTAIN WHERE THE LNG WILL COME FROM BECAUSE THE SOURCE WEST OF AUSTRALIA HAS NOT BEEN DEVELOPED YET, YOU SHOULD READ ON PAGE 15 OF RICHARD A. CLARKE'S "AGAINST ALL ENEMIES". HE POINTS OUT THAT AL QAEDA OPERATIVES HAD BEEN INFILTRATING BOSTON BY COMING IN ON LIQUID NATURAL GAS TANKERS FROM ALGERIA. HE SAID, "WE HAD ALSO LEARNED THAT HAD ONE OF THE GIANT TANKER BLOWN UP IN THE HARBOR, IT WOULD HAVE WIPED OUT DOWNTOWN BOSTON." CLARKE SERVED IN THE WHITE HOUSE FOR THREE PRESIDENTS, THE BUSHES AND CLINTON.

JAND MCCORMICK TOLMACH 656 DOUGLAS AVE. OXNARD 93030

P351-1

The Point Mugu Sea Range was formerly known as the Pacific Missile Range. Section 4.3.1.1 contains information on existing conditions, and Impacts MT-5 and MT-6 in Section 4.3.4 discuss impacts on the Point Mugu Sea Range.

P351-1

P351-2

Section 4.2.3, the Independent Risk Assessment (Appendix C1), and the U.S. Department of Energy's Sandia National Laboratories' review of the Independent Risk Assessment (Appendix C2) contain information on the 1977 Oxnard study.

P351-2

P351-3

Section 4.1.8 discusses wind speed and weather conditions. "2006 Independent Risk Assessment" in Section 4.2.7.6 discusses the consideration of wind speed in determining a worst credible case event and states, "higher wind speeds would cause the gas to dissipate more quickly to below the lower flammable limit; therefore, the potential impact distance would not be as great."

P351-3

P351-4

P351-5

NEPA does not require "worst-case analysis" but does require the agency to prepare a summary of existing relevant and credible scientific evidence and an evaluation of adverse impacts based on generally accepted scientific approaches or research methods. However, the Independent Risk Assessment (IRA) (Appendix C1) defines and evaluates representative worst credible cases (scenarios of events that would lead to the most serious potential impacts on public safety). These included accidents that would affect one, two, or all three tanks of the FSRU.

As shown in Tables 4.2-1, 4.2-2, 4.2-7, and 4.2-8, the release of the contents of all three tanks (the entire contents of the FSRU and an attending LNG carrier) is addressed in the escalation scenario associated with a large intentional event. Section 4.2.7.6 contains additional information on how intentional events are addressed. Although the 2006 U.S. Department of Energy's Sandia National Laboratories third-party technical review of the 2004 IRA found that the three-tank simultaneous release (a massive LNG release in a short time period) was not credible, Sandia recommended the consideration of a cascading (escalation) three-tank scenario.

Section 4.1.8.5 contains information on existing wind conditions at the offshore Project site. (Figure 2.1-2 depicts the maximum distance from the FSRU in any direction that could be affected in the event of an accident; impacts would not reach the shoreline.) Section 2.3.5.3 of the Independent Risk Assessment (see Appendix C1) contains information on the environmental, meteorological and

ocean conditions that were considered in the modeling of LNG spills and dispersion.

**P351-4**

The regulations implementing the Deepwater Port Act (33 CFR 149.625 [a]) require that "each component, except for hoses, mooring lines, and aids to navigation buoys, must be designed to withstand at least the combined wind, wave, and current forces of the most severe storm that can be expected to occur at the deepwater port in any 100-year period."

By definition, a 100-year wave event is expected to occur once every 100 years on average over the course of many hundreds of years. The estimated 100-year wave height (7+ meters) and peak wave period (16+ seconds) at the FSRU exceed any waves generated locally by strong northwest winds. The most extreme waves are primarily generated in the deep ocean and propagate through the Channel Islands.

**P351-5**

Thank you for the information. Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P282

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore.
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,



Steve McKeever  
3030 nebraska Ave  
Santa Monica Ca  
90404



P282

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P237

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Sincerely,

*Jan C. Mecagni*  
8775 MEPOLOMOC Rd.  
MALIBU CA 90265  
JAN C. MECAGNI

P235

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April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

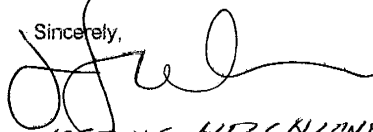
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Sincerely,



JOSEPH S. PIERZCIONKA  
270 PALISADES BEACH ROAD #301  
SANTA MONICA, CA 90402

CERTIFIED MAIL P311

Contents attached & enclosed:

- Letter to Dwight Sanders
- Ventura Star newspaper article date 4/30/06 Sunday
- (6) pictures of personal aircraft flying over Port Hueneme Homes, the Port, and then over the ocean!

- ① • Request for copy of FINAL EIS/EIR
- ① • " " " " " "

P311-1

P311-1

Thank you for the information. These enclosures are included as 2006 Comment Letter Attachment P311-A01.

P311-2

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P311-3

Impact PS-2 in Section 4.2.7.6 contains information on a potential release of LNG due to a high-energy marine collision or intentional attack. AM PS-2a, AM PS-1a, AM PS-1b, AM PS-1c, AM PS-1d, AM MT-3a, AM MT-3b, AM MT-3c, AM MT-3d, and AM MT-3e are measures the Applicant has incorporated into the proposed Project. MM PS-1e, MM PS-1f, MM PS-1g, MM MT-3f, and MM MT-3g are mitigation measures that have been proposed to address this potential impact.

Section 4.3.4 discusses impacts associated with the increased vessel traffic due to the proposed Project (see Impact MT-2). The Independent Risk Assessment (IRA) in Appendix C1 contains an independent evaluation of potential collisions of vessels with the FSRU. The collision analysis conducted for the IRA included those ships capable of damaging the FSRU (see Appendix F of Appendix C1).

As stated in Section 4.2.3, "[t]he LNG carriers would use routes that are farther from shore than the FSRU and therefore farther away than the FSRU from most recreational boating and fishing areas and the vessel traffic lanes. As such, LNG carriers would not present risks or hazards to the general onshore public while in transit to the FSRU. Since the objective of the IRA was to evaluate risks to the public, it did not consider the potential effects of an accident at an LNG carrier during transit to the FSRU."

P311-4

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

P311-5

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles

May 5, 2006

Dwight E. Sanders  
California State Lands Commission  
Division of Environmental Planning and Management  
100 Howe Avenue, Suite 100-South  
Sacramento, CA. 95825  
re: State Clearinghouse number: 2004021107

Dear Mr. Sanders,

First of all, I would like to thank you and the other members of the commission for offering the opportunity for we, the residents of the coastal communities of Port Hueneme, Oxnard, Ventura and Malibu to voice our concerns at recent hearings in our area. We are property owners and full time residents at Hueneme Beach and we are totally opposed to what amounts to the implementation of an experimental, floating LNG terminal off of our coast for many reasons, a list of which is included below taken from Table ES-5 Summary of Impacts and Mitigation Measures from the Executive Summary of the Cabrillo Port LNG Deepwater Port-Revised Draft EIR

**Table ES-5 Summary of Impacts and Mitigation Measures**

PS-2 Potential Release of LNG due to High Energy Marine Collision or International attack

- Many ships passing within 2 miles everyday!!
- Increased ship traffic means more potential collisions
- Very attractive Terrorist target
- Collisions and subsequent fires or explosions a threat to all beach communities as well as eco-systems and wildlife

-AIR-3, AIR-4, AIR-5, AIR-6, AIR-7, AIR-8

- Emissions during construction and during operation will dramatically increase air pollutants in area!!

BioMar-1 -BioMar 12

- The habitat and marine life will be disturbed, sickened and possibly destroyed !

GEO-1-GEO-6

- Earthquakes and Tsunamis pose a real threat to a floating LNG, which by the way has never been tried anywhere.

(1)

P311-2

P311-3

P311-4

P311-5

P311-6

P311-7

P311-8

P311-9

(13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline. Figure ES-1 depicts the consequence distances surrounding the FSRU location for worst credible events.

#### P311-6

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

#### P311-7

Section 4.7.4 contains information on potential impacts on marine biological resources and mitigation measures to address such impacts.

#### P311-8

Section 4.11 contains information on potential seismic and geologic hazards and mitigation measures to address such impacts. Impacts GEO-3 and GEO-4 contain information on potential impacts and mitigation related to earthquakes and related hazards. Appendices J1 through J4 contain additional evaluations of seismic hazards. Section 4.11.1.8 and Impact GEO-6 in Section 4.11.4 contain information on potential impacts from tsunamis and mitigation measures to address such impacts. As discussed in Section 4.11.4, "[t]here is little risk of damage from tsunamis to facilities located in deep water, such as the proposed location of the FSRU..."

#### P311-9

Section 2.1 contains information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU. The Cabrillo Port must be designed in accordance with applicable standards, and the U.S. Coast Guard has final approval. Section 4.2.4 contains information on Federal and State agency jurisdiction and cooperation. The Deepwater Port Act specifies regulations that all deepwater ports must meet; Section 4.2.7.3 contains information on design and safety standards for the deepwater port. Section 4.2.8.2 contains information on pipeline safety and inspections. Impact EJ-1 in Section 4.19.4 addresses additional pipeline design requirements in areas of low-income and minority communities. The EIS/EIR's analyses have been developed with consideration of these factors and regulations and in full conformance with the requirements of NEPA and the CEQA.

Page two of two-

As you can see, there are tremendous potential impacts to our area, and for what? We are including for you a recent Associated Press article dated April 30, 2006, stating again that we have no need for gas for at least another 65 years and that the gas industry is faltering and fading out!

Furthermore, we are including photos of recreational aircraft from Hueneme Beach that are allowed to fly up and down the coast unsupervised and pose another threat of collisions or potential terrorist activity to such a floating terminal the BHP Billiton floating terminal. We live in a pristine, ecologically sensitive area that so far has not been ruined by opportunists. We implore you to please deny the application and disapprove of the revised EIR of Cabrillo Port before it is too late!  
Thank you.

Sincerely yours,



Bill Meeker & Clarissa Job  
145 Mainsail Court  
Port Hueneme, CA. 93041



P311-10

Sections 1.2.2 and 1.2.3 contain updated information on natural gas needs in the U.S. and California. Forecast information has been obtained from the U.S. Department of Energy's Energy Information Agency and from the California Energy Commission.

P311-10

P311-11

Mitigation Measure MT-3f in Section 4.3.4 contains information on the live radar and visual watch that would be required at the deepwater port at all times to detect and identify approaching aircraft.

P311-11

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

## Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR  
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.  
Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Bru Meeker

Organization/Agency (Organización/Agencia): \_\_\_\_\_

Street Address (Calle): 145 Main St.

City (Ciudad): Port Hueneme

State (Estado): CA. Zip Code (Código Postal): 93041

email address (dirección de correo electrónico):

bmeeker1@adelphia.net

Please provide written comments on the reverse  
and drop this form into the comment box.

over →

Proporcione por favor los comentarios escrito en el revés y colóque esta forma  
en la caja del comentario.

You may also address any written comments  
to the attention of:

**Dwight E. Sanders**

California State Lands Commission  
Division of Environmental Planning and  
Management

100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825

**Include the State Clearinghouse number:**  
**2004021107**

Comments may also be submitted via email  
to: BHPRevisedDEIR@slc.ca.gov

Usted puede dirigir también cualquier  
comentario escrito a la atención de:

**Dwight E. Sanders**

California State Lands Commission  
Division of Environmental Planning and  
Management

100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825

**Incluir el número de State Clearinghouse:**  
**2004021107**

Los comentarios también se pueden enviar  
por correo electrónico a:  
BHPRevisedDEIR@slc.ca.gov

**All comments must be received  
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido  
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar  
hojas adicionales si es necesario):

P311-12

- Please See ATTACHED LETTER -

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.



## Comment Form/Formulario Para Comentarios

**Cabrillo Port LNG Deepwater Port—Revised Draft EIR**  
**Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR**

To receive a copy of the Final EIS/EIR, you must provide your name and address.  
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): CLARISSA JOB

Organization/Agency (Organización/Agencia): RESIDENT!

Street Address (Calle): 145 MAINSAIL COURT

City (Ciudad): PORT HUENEME

State (Estado): CA Zip Code (Código Postal): 93041

email address (dirección de correo electrónico):

Please provide written comments on the reverse  
 and drop this form into the comment box.

*over*  


Proporcione por favor los comentarios escrito en el revés y colóque esta forma  
 en la caja del comentario.

**You may also address any written comments  
 to the attention of:**

**Dwight E. Sanders**  
 California State Lands Commission  
 Division of Environmental Planning and  
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 100 Howe Avenue, Suite 100-South  
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**Include the State Clearinghouse number:**  
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 comentario escrito a la atención de:**

**Dwight E. Sanders**  
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 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825  
**Incluir el número de State Clearinghouse:**  
**2004021107**

**Los comentarios también se pueden enviar  
 por correo electrónico a:**  
**BHPRevisedDEIR@slc.ca.gov**

(4)

**All comments must be received  
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido  
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar  
hojas adicionales si es necesario):

Please see attached letter, articles  
& pictures + newspaper article.)

P311-13

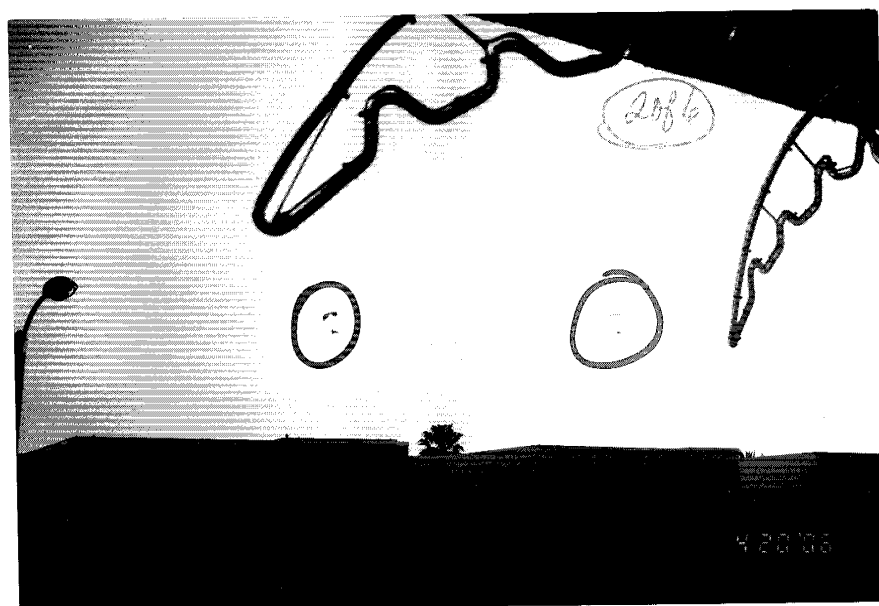
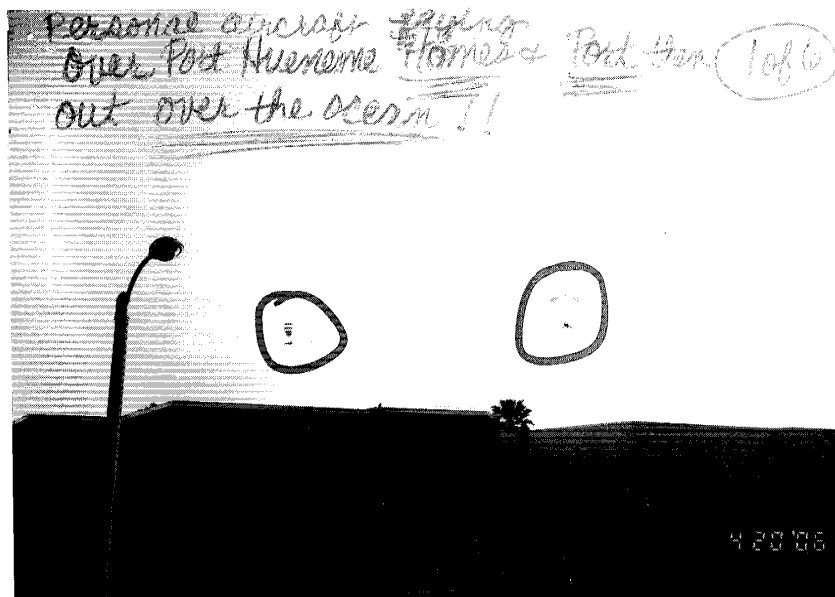
No action will be taken until the environmental review process is completed.

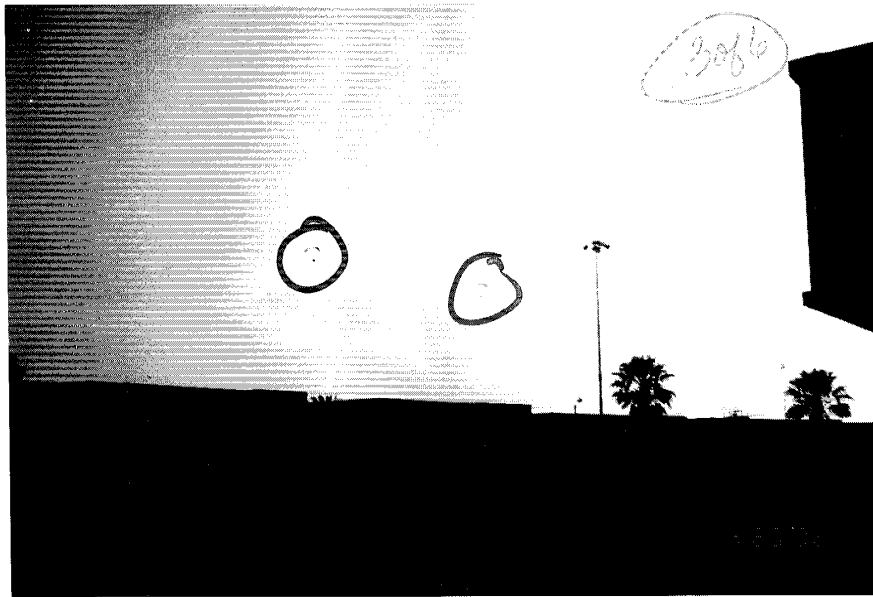
No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

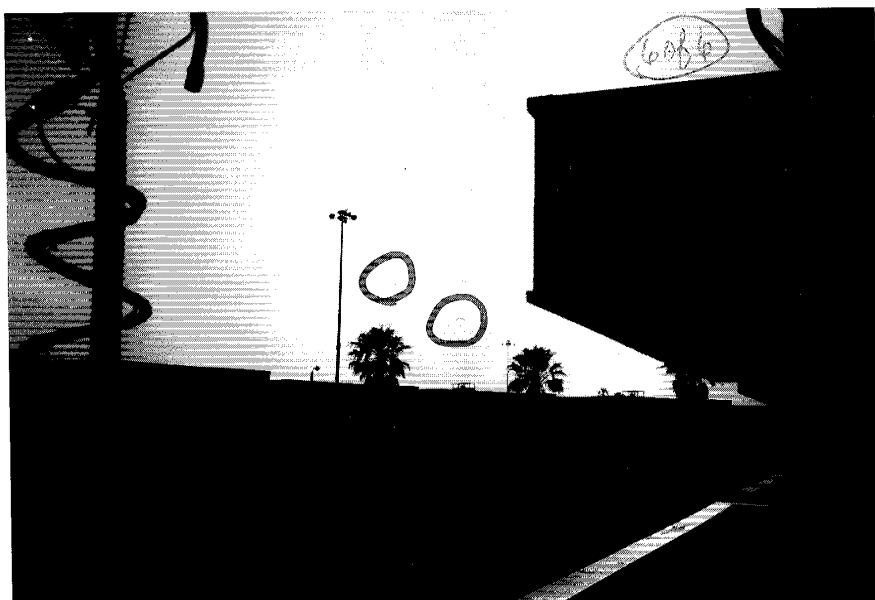
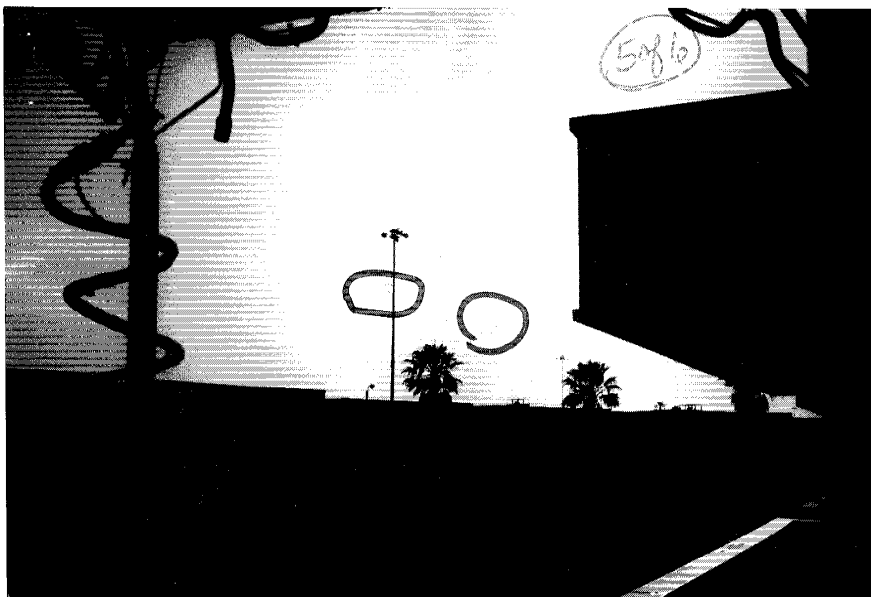
P311-A01-1

P311-A01-1

Thank you for the information. These three pages of photos are attachments to Comment Letter P311.







# Natural gas economy losing steam, industry insiders and outsiders say

By Jeff Dorn

The Associated Press

BOSTON — On the brink of the 21st century, a group of energy experts peered into the future of natural gas, and what they saw was quite rosy — and quite wrong.

To satisfy growing demand, producers could crank out a third more natural gas over the next decade at "competitive prices." It could "power our economy" for decades beyond. Or so said the National Petroleum Council in its 1999 report.

But natural gas prices soon headed skyward, with prices charged by producers spiking late last year at nearly five times 1999 levels. This past winter, though starting off warm, saw the average gas-heating household spend a record \$867, a 17 percent increase, according to federal data. As for that predicted robust supply, the coun-

try's annual gas output has strangely slipped by 3 percent over the past six years.

Something is broken in the economics of natural gas, say people inside and outside the industry. The bright dream of an economy built squarely on clean-burning natural gas is slowly deflating. Although we still derive almost a quarter of the country's energy from natural gas, its share will slip in coming decades, federal forecasters now say.

"What's going on now is so dysfunctional, it is really remarkable," says industry consultant Jim Choukas-Bradley.

Retired Yale economist Paul MacAvoy says price jerks and fuel crimps soon could rival California's electricity nightmare of 2000-01. "Everything that has gone wrong in electric power is going to go wrong with natural gas, unless we do something," he says. "It's

just a few miles down the road." What went so wrong with natural gas?

The industry largely blames old fields and self-defeating government policy, and such explanations are widely accepted. The trouble is, they don't explain the breakdown very well.

Skeptics are beginning to suspect other powerful forces — ones at work within the industry itself.

Some consumers simply look to their gut and blame the industry.

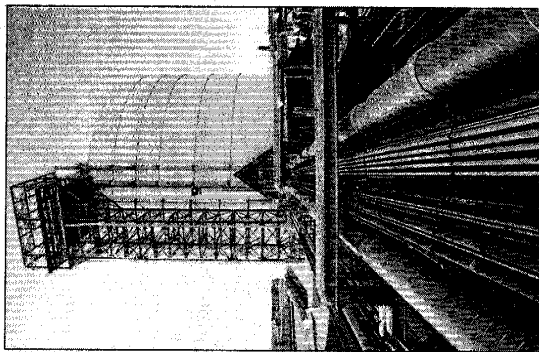
After 26 years, retirees Anna and Frank Siracusa are selling their nine-room, gas-heated home in Methuen, Mass., for something smaller. At age 72, they're tired of turning down the thermostat and piling on sweaters each winter.

"Someone is ripping us off," grum-

See NATURAL GAS on D10

Attached

Ventura State Sunday - 4/30/00



Steven Sasse / AP

Pipes carrying liquefied natural gas and electrical lines run toward a storage tank at the Distrigas liquefied natural gas plant in Everett, Mass.

P311-A01-2

P311-A01-2

Thank you for the information. This is an attachment to Comment Letter P311.

Despite the federal barriers to drilling, the amount of economical, ready-to-capture gas under existing wells within reach of pipelines rose 15 percent during the four years ending in 2004, according to the latest federal data. The American Gas Association, a group of utilities, has made a preliminary estimate of another 2 percent rise last year.

The amount of gas in the world's gas fields, says an executive at producer and exporter Delant Energy.

Why, then, isn't it reaching users?

Despite their protests, maybe some producers aren't really trying, industry critics suspect. Maybe they're happy to take it easy and rake in record yearly profits. Many natural gas producers are the same companies benefiting from rocketing gasoline prices in recent years — familiar petroleum names like Exxon Mobil, Chevron, Shell and BP.

Drivers, of course, can respond immediately to high prices by traveling less. It's harder for people to turn down their natural gas heat. "As soon as companies that control the resource figure out how to keep prices high, they'll do it, and I believe that's what we're seeing in gas," says Ezra Hausman, analyst for Synapse Energy Economics in Cambridge, Mass.

Some Midwestern states are accusing producers of doing it by collusion. In an antitrust lawsuit, they suggest that producers have reached either a secret agreement or tacit understanding to bottle up production.

"I think the increase in prices is a designed thing," says Charles Wheatley, a lawyer for the 18 communities from Texas to Indiana suing five leading gas producers in federal court.

They haven't found a smoking gun proving that. Yet, in Associated Press interviews, some industry executives acknowledge that, during their 1999 sessions, members of the Petroleum Council talked privately of a supply and price crunch in the near future — purportedly as a result of external factors.

Why, then, didn't they warn people? Former council leaders indicated that they wanted to keep pressure on demand. "We needed to give comfort to our customers that gas was going to be available," says Joe Foster, a retired gas executive who was

Ventura Star  
b10 (4/30/06) (2 of 2)

# Users feel cut off from supply

NATURAL GAS  
From D1

bles Anna Siracusa.

The level of discontent even makes the industry nervous. "We're good corporate citizens. We'd like to have prices at a level where people and congressmen are not screaming all the time," says R. Skip Horvath, president of the National Gas Supply Association.

Industry leaders say they're trying to fix things, but declining gas fields and harder-to-reach new ones are limiting output. "You've got to drill more wells, you've got to run faster, just to replace what has declined," says Bobby Shackouls, CEO of producer Burlington Resources and past chairman of the Petroleum Council.

While government policy turned less-polluting natural gas into the fuel of choice for new electric plants in the late 1990s, federal rules kept drillers away from vast stretches of public land, the industry complains. Then came last year's hurricanes.

However, most drilling restrictions were imposed years ago and added no new impediments to output during the price run-up, say federal energy officials. And the hurricanes only added the latest insult to a market with much bigger, older injuries.

Also, other trends should have cooled off prices. Yes, gas-fired generators did use almost 1 trillion more cubic feet of natural gas last year than in 1999. But at the same time, factories cut back, using almost 1.5 trillion less, federal data show.

The country is not running out either. There's enough natural gas to last beyond 65 years — much longer than oil, according to the best forecasts.

Ventura Star (Sunday 4/30/06)

Ventura Star (Sunday 4/30/06)

**From:** jenifermeissner [seajem@charter.net]  
**Sent:** Wednesday, April 19, 2006 6:45 PM  
**To:** BHPRevisedDEIR@slc.ca.gov  
**Cc:** www.govmail.ca.gov@mxsf12.cluster1.charter.net

Dear Dwight Sanders -

This email is regarding the BHP LNG (liquid natural gas) proposed off shore site, to be located next to Channel Islands with a pipeline going into Cabrillo Port in Oxnard/Ventura.

**This is an outrage.**

The environment in that area is MUCH to important and MUCH to delicate not to be devastated.

To say nothing of the fact that it will ruin the home value of any place within the sight line - of the 7 STORY structure! Outrageous!  
 It is JUST PLAIN WRONG!

**\* save California's coasts and our global climate**

**\*veto the Cabrillo Port LNG terminal.**

Jenifer Meissner  
 Malibu Home owner & taxpayer

V021-1

The FSRU would be located outside of the current boundary of the Channel Islands National Marine Sanctuary (CINMS) and vessels associated with Cabrillo Port operations would not be expected to enter the CINMS. Sections 4.7.1.4, 4.13.2.2, and 4.20.1.5 discuss the potential expansion of the CINMS boundary, which is not proposed at this time. Sections 4.7.4, 4.15.4, 4.16.4, and 4.18.4 describe potential impacts on the marine environment and proposed mitigation measures to reduce those potential impacts.

V021-1

V021-2

Section 4.16.1.2 contains information on property values.

V021-3

Section 4.4 and Appendix F contain information on visual resources, impacts, and mitigation. Appendix F describes how visibility from various distances was evaluated and provides additional simulations prepared for viewpoints at elevated sites along the Malibu coastline and inland areas.

V021-4

Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases.

V021-2

V021-5

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V021-3

V021-4

V021-5



To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore.
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

 KENNETH R. METER

19736 ERMINE ST.

OTW CTRY CT.

91351

P427

MR. Sanders, Reference # 200 402 1107

The proposed BHP Billiton LNG port's pipeline would run under our just preserved Ormond Beach Wetlands, and just about right under our condo!

We are doubly worried!!  
Thank you for considering opposing this plan! Mark Meyers

(725 Island View Circle  
Port Hueneme CA 93041)

P427-1

As described in Section 2.3.2, the shore crossing would be installed beneath Ormond Beach. Sections 4.8.1 and 4.14.1.2 discuss Ormond Beach wetlands. Section 4.8.4 discusses mitigation measures to minimize impacts on wetlands. The presence of the pipelines under Ormond Beach would not restrict access to the area for recreation or otherwise alter recreation opportunities at Ormond Beach. During construction, the horizontal directional boring activities would be contained within the Reliant Energy property, and the pipeline would be buried underneath the beach. This topic is discussed further in Sections 4.15.4 and 4.2.8.4. Updated information about the restoration efforts at Ormond Beach is included in Section 4.13.2. Figure 4.13-1 has been revised.

P427-2

Even though the precise alignment of the pipeline within the corridor would not be determined by SoCalGas until final engineering design, the pipeline corridor would be in or adjacent to existing roadways or agricultural areas.

P427-3

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P427-1

P427-2

P427-3

From: Neal Michaelis [dawnpatrol1@mac.com]  
 Sent: Friday, May 12, 2006 2:48 PM  
 To: BHPRevisedDEIR@slc.ca.gov  
 Subject: comments cabrillo port

To Dwight E. Sanders  
 California State Lands Commission

Mr. Sanders,

I am writing to voice concerns I have about the proposed LNG Cabrillo port FSRU offshore Malibu and Ventura. I am a coastal resident in Malibu. The EIS/EIR fails to address or inadequately addresses many issues relating to the proposed project.

1) The report fails to address what would happen if the FSRU came free from its moorings. This must be considered a credible threat to the FSRU. BHP Billiton recently lost a state of the art "hurricane-proof" deep water facility in the Gulf of Mexico during last year's hurricanes. This deep water facility traveled 160 miles before it was located. Clearly, BHP's word that the FSRU would be anchored safely is not sufficient. Therefore, the EIS/EIR must address this possible scenario.

2) The EIS/EIR does not address what would happen if all three moss tanks ruptured or exploded (in a terrorist attack for example). The worst case scenario that is addressed by the report limits it to a two tank catastrophe. There is no good reason to limit the scope of the report to a partial destruction/explosion event. Most reasonable people would consider a worst case scenario to likely be an intentional attack on the FSRU. Such an attack would likely attempt total destruction of the FSRU. Therefore, the report must address what would happen in that event. The likelihood of such an event might be low, but it is not zero.

3) The shipping lanes are within the range of a possible explosion or gas release in the event of an accident (even if the accident is limited to one or two Moss tank failures). However, the report fails to address what would happen if a ship in the lanes were to be compromised by such an event. A likely scenario could be that an oil tanker on its way to or from the port of Los Angeles is affected by a gas explosion, pool fire or ignited vapor cloud from an accident at the FSRU. Any number of unknown cargoes from these ships could be affected and released into the environment in such an event. The report states that these ships would be able to be notified in time in case of an accident at the FSRU. This is a best case scenario if all fail safes work perfectly and luck is on our side. These are some of the busiest shipping lanes in the world, going to and from the busiest port on the west coast. The chance of a vessel being in close proximity to the FSRU during an accident is high. An intentional attack on the FSRU would seek to create the most damage possible and would likely time such an attack when dangerous cargoes are in close proximity to the FSRU. For these reasons, siting the FSRU close to heavily trafficked shipping lanes is a very bad idea. The application should be rejected on these grounds alone.

4) The Cabrillo Port facility would affect view corridors permanently and dramatically, and this from an area of State Parks, wildlands, and National Recreation areas. BHP and the EIR/EIS both claim that from land one would not likely see the port under normal conditions. I live on the coast at the Ventura/Los Angeles county line (the closest point on land to the proposed facility) and can state that this is an absurdly false claim. On most days Anacapa island is clearly visible from here. Anacapa is further from the county line by at least several miles than the

#### P082-1

If the FSRU were to become unmoored, the patrolling tugboats could be used to hold it in place, as discussed in Section 2.2.2.3.

#### P082-2

The Typhoon Platform, a tension leg production platform in the Gulf of Mexico jointly owned by Chevron and BHPB, was severed from its mooring and severely damaged during Hurricane Rita. The Typhoon Platform was designed for a different purpose using different design criteria.

The Cabrillo Port must be designed in accordance with applicable standards, and the USCG has final approval. Section 2.1 contains information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU. Section 4.2.4 contains information on Federal and State agency jurisdiction and cooperation. The Deepwater Port Act specifies performance levels that all deepwater ports must meet; Section 4.2.7.3 contains information on design and safety standards for the deepwater port. Section 4.2.8.2 contains information on pipeline safety and inspections. If the FSRU were to become unmoored, the patrolling tugboats could be used to hold it in place. Section 4.3.1.4 addresses this topic.

The regulation implementing the Deepwater Port Act (33 CFR 149.625 [a]) states, "Each component, except for those specifically addressed elsewhere in this subpart (for example, single point moorings, hoses, and aids to navigation buoys), must be designed to withstand at least the combined wind, wave, and current forces of the most severe storm that can be expected to occur at the deepwater port in any 100-year period." By definition, a 100-year wave event is expected to occur once every 100 years on average over the course of many hundreds of years. The EIS/EIR's analyses have been developed with consideration of these factors and regulations.

#### P082-3

NEPA does not require "worst-case analysis" but does require the agency to prepare a summary of existing relevant and credible scientific evidence and an evaluation of adverse impacts based on generally accepted scientific approaches or research methods. However, the Independent Risk Assessment (IRA) (Appendix C1) defines and evaluates representative worst credible cases (scenarios of events that would lead to the most serious potential impacts on public safety). These included accidents that would affect one, two, or all three tanks of the FSRU.

P082-1

P082-2

P082-3

P082-4

P082-5

As shown in Tables 4.2-1, 4.2-2, 4.2-7, and 4.2-8, the release of the contents of all three tanks (the entire contents of the FSRU and an attending LNG carrier) is addressed in the escalation scenario associated with a large intentional event. Section 4.2.7.6 contains additional information on how intentional events are addressed. Although the 2006 U.S. Department of Energy's Sandia National Laboratories third-party technical review of the 2004 IRA found that the three-tank simultaneous release (a massive LNG release in a short time period) was not credible, Sandia recommended the consideration of a cascading (escalation) three-tank scenario.

#### P082-4

The document discusses both the potential for vessel collisions with the FSRU and potential impacts affecting vessels within the Santa Barbara Traffic Separation Scheme (TSS). Each is discussed below.

Table 4.3-1 contains information on the number and representative sizes of vessels transiting the Project area. Section 1.3 of Appendix F of the Independent Risk Assessment (IRA) in Appendix C1 contains information on the number of crude oil carriers per year that call on the El Segundo Refinery. The IRA contains an independent evaluation of potential collisions of vessels with the FSRU. The collision analysis conducted for the IRA included those ships capable of damaging the FSRU. Section 3.3.3 of the IRA contains information on the number and types of vessels known to be or anticipated to be in the Project area and the estimated frequency of ship collisions. Table 4.3-5 summarizes the risks of a ship colliding with the FSRU, as identified by the Applicant.

Section 4.3.1.4 contains information on the safety measures that would be implemented to avoid collisions. As stated, "[a]ll Project vessels would be required to follow the International Maritime Organization's (IMO's) Convention on the International Regulations for the Prevention of Vessel Collisions at Sea. These rules govern the actions of all vessels in international waters and determine the actions a vessel must take to take to avoid a collision and for crossing traffic separation lanes." Section 4.3.2 contains information on other international treaties and standards; national laws/regulations; and local, port, or area-specific rules in place to prevent vessel collisions, groundings, and other accidents; allow for safe operations at port facilities; provide for the security of the United States; protect the environment; promote safety; and allow enforcement of other applicable laws. Impacts MT-1, MT-2, and MT-3 in Section 4.3.4 contain information on impacts, including potential vessel collisions, from an increase in maritime traffic and congestion due to Project construction and operation and the

presence of the FSRU and LNG carriers, and mitigation measures to address such impacts.

The IRA evaluates the consequences of a potential vapor cloud (flash) fire, as discussed in Section 4.2.7.6 and the IRA. Section 4.2.7.2 and the IRA contain information on other LNG risk-related scenarios that were evaluated, including vapor cloud explosions and pool fires. Table 4.2-1 shows the maximum consequence distances from the FSRU that would result from an accident at the FSRU. As shown in Table 2.1-2, the distance from the proposed location of the FSRU to the closest point of the shipping lanes is 2.06 NM (2.4 miles). As stated in Section 4.2.7.2, a vapor cloud explosion "would be confined to a local area." As stated in Section 4.3 of the IRA, "[p]ool fire hazards are not predicted to reach the coastwise shipping lane..." The IRA determined that the consequences of the worst credible accident involving a vapor cloud fire would encompass the shipping lane. Figure 2.1-2, Consequence Distances Surrounding the FSRU Location for Worst Credible Events, depicts the maximum distance from the FSRU in any direction that could be affected in the event of an accident. The shape and direction of the affected area within the circle depicted in Figure 2.1-2 would depend on wind conditions and would be more like a cone than a circle. A methane fire would not behave as a single large fireball traveling with force, but instead an assemblage of many small fires whose ignition and duration would vary. As stated in Section 4.3 of the IRA, the "exposure time within the shipping lane occurs about 30 minutes after the initiating event, which could allow for notification and response. The exposure time within the shipping lane is for about another 30 minutes, until the vapor cloud dispersion falls below the lower flammability limit."

Impact MT-4 in Section 4.3.4 contains information on potential impacts of this type of incident on marine traffic and the measures that would take place if an incident occurred. AM PS-2a, AM MT-3a, AM MT-3b, and AM MT-3c are measures the Applicant has incorporated into the proposed Project that address this impact. MM PS-3b and MM MT-3f are mitigation measures that address this potential impact. If an incident were to occur, the Applicant would initiate emergency shutdown procedures and use all of their available communication devices on the FSRU and other Project vessels to immediately notify vessels in the area, including hailing and Securite broadcasts. Ideally, such warnings would allow vessels in the area to undertake evasive maneuvers to avoid or minimize potential harm. As stated in Section 4.3.4, "[i]f an accident were to occur, there would be unmitigable impacts on public safety (Class I); however, the impact on marine traffic would be reduced to a level that is below the marine traffic significance criteria (Class

II)."

#### P082-5

Section 4.4 and Appendix F contain information on visual resources, impacts, and mitigation. Appendix F describes how visibility from various distances was evaluated and provides additional simulations prepared for viewpoints at elevated sites along the Malibu coastline and inland areas.

Figure 2.1-2 shows the locations of selected existing offshore industrial facilities and activities, including the coastwise traffic lanes, in relation to the proposed Project. Table 4.3-1 contains information on the number and representative sizes of vessels transiting the Project area. The FSRU would be removed at the end of its in-service life (40 years), as discussed in Section 2.8.1.

Visibility data (see Table 4.1-6, Visibility Distances by Month at Point Mugu) used in the document were collected over a 47-year period.

Visibilities beyond the 10 statute mile threshold approach nearly 50% for late fall to early spring, but in the middle of summer the threshold drops to less than 25%. While summer days are generally sunny after the morning haze lifts, there still remains a visible blue to blue-gray layer of haze at the visible horizon, which makes it difficult to actually see a distinct separation between water and sky. Ships and the FSRU situated near the observer's visual horizon would therefore not be sharply defined, and would often be obscured by the haze.

Section 4.4.1.1 contains information about the visual aspects of the Project, including lighting at night. Impact AES-2 also discusses night lighting on the FSRU.

Table 4.4-5 contains a summary of aestheica impacts and mitigation measures. As shown, Impact AES-3 remains a Class I impacts, i.e., signifcn=ant after the application of all feasible mitigation.

proposed facility. If one can see Anacapa island from here then one would surely see the FSRU. Vessels in the shipping lanes are also clearly visible on most days. Only during foggy days will the FSRU be obscured from view. Foggy conditions do not prevail here year round. In fact, foggy conditions and thick marine layer conditions only prevail during summer months. Fall through Spring have generally very clear conditions. Catalina island, San Nicholas island and Santa Barbara island all are visible on many days of the year. These islands all lie far beyond the proposed Cabrillo port. If one can see those islands much of the year then one will see the proposed port even on days of lesser visibility. As well, the proposed port will be illuminated and highly visible at night. The view shed from land will be highly impacted by this facility permanently, and to a much higher degree than stated in the EIS/EIR. The EIS/EIR downplays the view impact and is false in its statements relating to the view impact.

5) Air quality will be adversely affected by the proposed port facility to an unacceptable degree. Prevailing onshore winds will drive this pollution into the Los Angeles basin. As a resident of the coast in Malibu I can tell you that almost everyday (except during Santa Ana conditions which occur only a handful of days of the year) the winds blow from the west. These winds will push all air pollution created by the FSRU and its related activities directly onshore into the Los Angeles basin, an area the can ill afford an increase in air pollution. Many people, myself included, choose to live on the coast for health reasons, seeking out the clean ocean air because our bodies do not tolerate pollution, like that found in the Los Angeles basin, very well. Many residents of Los Angeles and surrounding areas come to the beaches and State and National parks here to get away from noise and pollution found in the city. It is important to all residents of the southland areas to have access to the natural resources provided by the Santa Monica Mountains National Recreation Area, the Channel Islands National Park, and the Channel Islands National Marine Sanctuary. A large industrial port at the edge of these nationally recognized natural areas is clearly incompatible with the purpose and designation of those areas. For these reasons, BHP Billiton's application should be rejected.

There are many other reasons why the application should be rejected, however, I do not have the expertise to address them here. I will leave that up to others more capable. Suffice it to say that the EIS/EIR is insufficient in scope for many reasons, not limited to just those addressed above. However, the reasons given above should be enough to reject the application. It is the responsibility of the California State Lands Commission, the Maritime Administration and the Coast Guard to safeguard the citizens of the State of California and the Country from unsafe development. These three entities derive their power from the people and therefore are answerable to the people of the State and the Country, not to corporate interests. BHP Billiton has the right to apply for a permit for offshore facilities, but such permits should be issued ONLY when all concerns have been adequately addressed. They clearly have not and therefore this permit must not be issued. There may be an appropriate LNG import facility for California's needs. This facility is clearly not it. I urge the commission to reject the application and not issue permits for the Cabrillo Port Facility.

Sincerely,

Neal Michaelis  
11887 Ellice St. #4  
Malibu, CA 90265  
dawnpatrol1@mac.com

P082-5  
Continued

## P082-5 Continued

### P082-6

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

### P082-7

P082-6

Section 4.15.4 contains information on potential impacts on recreational activities. The FSRU is not located in or near any park or recreational area. The FSRU would be located outside of the current boundary of the Channel Islands National Marine Sanctuary (CINMS) and vessels associated with Cabrillo Port operations would not be expected to enter the CINMS. Sections 4.7.1.4, 4.13.2.2, and 4.20.1.5 discuss the potential expansion of the CINMS boundary, which is not proposed at this time. The boundary of the Channel Islands National Park is more than 17 NM away at its closest point on Anacapa Island. The Santa Monica Mountains National Recreation Area is more than 12 NM away from the FSRU, as are all other State parks and recreations areas. Table 2.1-2 contains additional information on distances from the FSRU to points-of-interests and the potential expansion of the CINMS. The only recreational facility crossed by the proposed onshore pipelines is the multi-use trail along the South Fork Santa Clara River in Santa Clarita, which would be temporarily affected during construction but restored afterwards.

P082-7

P082-8

### P082-8

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,


Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

  
NEAL MICHAELIS  
11847 Ellice St. #4  
MALIBU, CA 90265



# P343 **Comment Form/Formulario Para Comentarios**

**Cabrillo Port LNG Deepwater Port—Revised Draft EIR**  
**Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR**

To receive a copy of the Final EIS/EIR, you must provide your name and address.  
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Mildred Miele

Organization/Agency (Organización/Agencia): \_\_\_\_\_

Street Address (Calle): 3107 So. Harbor

City (Ciudad): Oxnard

State (Estado): CA Zip Code (Código Postal): 93035

email address (dirección de correo electrónico): \_\_\_\_\_

**Please provide written comments on the reverse  
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma  
 en la caja del comentario.**

**You may also address any written comments  
 to the attention of:**

**Dwight E. Sanders**

California State Lands Commission  
 Division of Environmental Planning and  
 Management  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825

**Include the State Clearinghouse number:  
 2004021107**

**Comments may also be submitted via email  
 to: BHPRevisedDEIR@slc.ca.gov**

**Usted puede dirigir también cualquier  
 comentario escrito a la atención de:**

**Dwight E. Sanders**

California State Lands Commission  
 Division of Environmental Planning and  
 Management  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825

**Incluir el número de State Clearinghouse:  
 2004021107**

**Los comentarios también se pueden enviar  
 por correo electrónico a:  
 BHPRevisedDEIR@slc.ca.gov**

**All comments must be received  
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido  
por 5 de la tarde, hora Pacifico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

*It is time the people who  
live in this area are considered.  
We should be able to have  
clean air and not live in  
fear of some kind of accident  
NO NO NO to LNG*

P343-1

P343-2

P343-3

P343-1

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

The EIS/EIR initially evaluated 18 locations for the FSRU as potential locations for the deepwater port. It built on previous California Coastal Commission studies that evaluated nearly 100 locations. Section 3.3.7 contains information on other locations that were considered.

P343-2

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline. Figure ES-1 depicts the consequence distances surrounding the FSRU location for worst credible events.

P343-3

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

From: Miele, Mildred [Mildred.Miele@wellpoint.com]  
Sent: Monday, April 10, 2006 7:57 PM  
To: BHPRevisedDEIR@slc.ca.gov  
Subject: State Clearinghouse #2004021101 Cabrillo Liquefied Natural Gas  
Deepwater Port

To Dwight E. Sanders, CA State Lands Commission

It is urgent that you see the error of allowing this project go through. Consider how you would feel if this facilities was being built in your backyard. It is time the safety and health of the ordinary citizen is placed ahead of the interests of big business.

Please help us not have our neighborhoods destroyed by this greedy venture.

Mildred Miele  
3107 So. Harbor Blvd.  
Oxnard, CA 93035

V002-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V002-1

4/18/06

TO: Dwight E. Sanders, California State Lands Commission  
 100 Howe Avenue, Suite 100-South  
 Sacramento, Ca 95825  
 Email: BHPRevisedDEIR@slc.ca.gov

FROM: BILL MILEY, M.P.H., 919 No. Signal Street, Ojai, Ca 93023

*Bill Miley*

SUBJECT: Comments on Revised Draft Environmental Impact Report for Cabrillo Port LNG Deepwater Port -state clearing house # 2004021107. I oppose this project and believe the DEIR needs Evidentiary Hearings by PUC to get the facts rights.

In Summary: This project is not good for California, either now or in the short term and especially in the long term. Lots of pieces of this puzzle have been created, put together for the first DEIR and then found wanting and redone with this revised DEIR. The pieces still don't fit well and some of them are opinions, not based on Evidence found to be accurate, or based on "we don't have all the information, so will work it out as it happens". If this project is permitted to proceed, California will become gradually dependent upon "foreign" supplies of natural gas and at the whims of foreign government politics, world wide competitive-market based fuel costs and uses, and will lose out to higher demand and easier transport locations - China and India.

Comments by page, number and page lines #:

**Introduction-) 1.2.2 Natural Gas Need in the United States, and 1.2.3 Natural Gas Need in California.**

**Page 1-9, Lines 31-34 and P. 1-10 lines 1-14 and P. 1-11 lines 18-25 (Incomplete and no PUC Evidentiary Hearings)**

No mention was made of the rapid and expansive exploration, drilling and on-line production which has been occurring within the Rocky Mountain states at the direction of the Current Federal Administration. The increase of supplies which should be coming on stream within several years will add to the domestic supply and longer term resources. Factual data with corroborative evidence needs to be heard by the PUC.

In Los Angeles Times, dated 4/18/06, 7 Utility companies, (very large ones) have partnered to fund and study the development of a 1300 mile transmission line from the Rocky Mountains to provide electricity from low or no greenhouse gas energy sources. Called the "Frontier Line" it will provide 14,000 megawatts serving 10 million homes in several western states notably California. Six years to developed if given a "go", this has to be added to the LNG proposal mix and dealt with through Evidentiary Hearings by the PUC. But, NOW, we must preempt this LNG Project from approval, by not approving this DEIR as it is incomplete...most notably from yesterday's

P355-1

Section 1.2.1 contains information on the USCG and State formal hearings.

Following publication of this Final EIS/EIR, MARAD, the USCG, and the CSLC will serve public notice and hold final hearings. MARAD and the USCG will hold at least one final DWPA license hearing in accordance with 33 CFR 148.222. After the final license hearing is concluded by MARAD and the USCG, the Commandant (CG-3PSO), in coordination with the Administrator of MARAD, will consider any requests for a formal hearing as specified in 33 CFR 148.228. The CSLC will hold a hearing to certify the EIR and make the decision whether to grant a lease.

P355-1

As discussed in Section 1.2.1, the California Energy Commission (CEC) and California Public Utilities Commission (CPUC) must "carry out their respective energy-related duties based upon information and analyses contained in a biennial integrated energy policy report adopted by the CEC." Section 1.2.1 also describes the public process that is used to develop the Integrated Energy Policy Reports to ensure that California's energy-related interests and needs are met.

P355-2

As indicated in Section 4.10.1.3, California Energy Action Plan, "To offset some of the demand for natural gas, California is increasing its energy conservation programs, will retire less efficient power plants, and is diversifying its fuel mix by accelerating the Renewables Portfolio Standard. However, according to the State's 2005 Energy Action Plan, 'California must also promote infrastructure enhancements, such as additional pipeline and storage capacity, and diversify supply sources to include liquefied natural gas (LNG)' (CEC and CPUC 2005)." Contrary to the comment, the CEC has studied whether California needs to import LNG to meet its energy needs and concludes, as indicated above, that it does.

P355-3

As also discussed in Section 4.10.1.3, the CPUC recently reaffirmed that both the State's Integrated Energy Policy Report and Energy Action Plan recognize the need for additional natural gas supplies from LNG terminals on the West Coast: "However, even with strong demand reduction efforts and our goal of 20% renewables for electric generation by 2010, demand for natural gas in California is expected to roughly remain the same, rather than decrease, over the next 10 years. This is because, a substantial portion of the other 80% of electric generation (not met by renewable energy sources) will need natural gas as its fuel source, and natural gas will still be needed for the growing number of

residential and business customers of the natural gas utilities."

P355-2

Section 1.2 discusses dependence on foreign energy sources.

P355-3

See the response to Comment P355-1. Thank you for the information. Sections 1.2.2 and 1.2.3 contain updated information on natural gas needs in the U.S. and California. Forecast information has been obtained from the U.S. Department of Energy's Energy Information Agency and from the California Energy Commission. Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases.

announcement by 7 Utility companies. This is a domestic source of electric energy... a secure source, a safe source and planned to be low green house energy sources. Our Governor signed an agreement with Wyoming's Governor for development of low or no green house gas energy study.

Page 1-9, lines 6 thru 16...(Incomplete and not applicable to California) Since California is intended to be the direct market for this LNG Project, the national estimates and supply inputs of the "Renewable Fuels Module" unless examined and made available for review would not seem to be applicable to California's energy situation. California has the unique geography of hundreds of days of sun for solar energy production. As well as multiple locations for wind energy production, biomass and the unique production of energy from ocean movements using "swell" action of the coastal waters. No mention of this is included just a general statement about renewables using the Federal Renewable Fuels Module.

Page 1-10, lines 10-14...(Incomplete and fragmented) Also, the Current Administration expressed by President Bush directs our energy policy away from dependence upon foreign supplies of energy. This factor has not been built into this section or the Foreign Dependence section.

Page 1-10, Line 39+...(Left out but most relevant for future planning) As California Legislative Bill 426, the LNG bill to establish a State Energy Resources Conservation and Development Commission is very important for planning California's future regarding energy needs and supplies and reviewing LNG proposals. This bill should be considered as part of this section on California's natural gas needs.

Page 1-11, lines 26 - 40 (left out - changing GDP percentages from industry-manufacturing to service) According to the ECONOMIST MAGAZINE 2005 "POCKET WORLD IN FIGURES" percentage of U.S. GDP given to services is 78% where as years ago it was much more industry with manufacturing. This focuses on the demand for future energy supplies. Services industry will continue to grow placing less demand for natural gas resources for heating, electricity and manufacturing. This needs to be clearly factored into the energy needs and supplies model.

#### 1.2.4 Increasing Dependence on Foreign Sources for the Supply of Natural Gas.

Page. 1-12, Lines 21-38 (Incomplete and no PUC Evidentiary Hearings) No mention was made of the rapid and expansive exploration, drilling and on-line production which has been occurring within the Rocky Mountain states at the direction of the Current Federal Administration. The increase of supplies will should be coming on stream within several years will add to the domestic supply and longer term resources. Factual data with corroborative evidence needs to be heard by the PUC.

#### P355-3 Continued

P355-3  
Continued

#### P355-4

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

P355-4

#### P355-5

Section 1.2 discusses dependence on foreign energy sources.

P355-5

#### P355-6

Section 1.1.1 contains information on the process used by the Deepwater Port Act (DWPA) of 1974, as amended, which establishes a licensing system for ownership, construction and operation of deepwater port (DWP) facilities. As discussed, the role of the Maritime Administration (MARAD) is to balance the Congressionally imposed mandates (33 U.S.C. 1501) of the DWPA, including those to protect the environment; the interests of the United States and those of adjacent coastal states in the location, construction, and operation of deepwater ports; and the interests of adjacent coastal states concerning the right to regulate growth, determine land use, and otherwise protect the environment in accordance with law.

P355-6

P355-7

At the same time, the California State Lands Commission (CSLC) is reviewing the application to ultimately decide whether to grant the Applicant a lease to cross State sovereign lands. As described in Section 1.2.1, "[t]he CSLC authorizes leasing of State lands to qualified applicants based on what it deems to be in the best interest of the State in compliance with the [California Environmental Quality Act]."

P355-8

Section 1.1.2 contains information on the Governor of California's role in DWP licensing. As discussed, MARAD may not issue a license without the approval of the Governor of the adjacent coastal state (33 U.S.C. 1503(c)(8)). Section 1.1.3 contains information on the role of the U.S. Environmental Protection Agency (USEPA): "[t]he Port must meet all Federal and State requirements and is required to obtain air and water discharge permits from the USEPA." Section 1.2.1 contains additional information on Federal and State responsibilities. Section 1.1.4 contains information on the role of the CSLC to consider whether or not to grant a lease of State lands for the subsea pipelines. The lease may also include conditions relating to those parts of the Project not located on the

lease premises. As described in Section 1.3.1, one of the main purposes of the EIS/EIR for MARAD is to "(f)acilitate a determination of whether the Applicant has demonstrated that the DWP would be located, constructed, and operated in a manner that represents the best available technology necessary to prevent or minimize any adverse impacts on the marine environment."

The USEPA, the U.S. Department of Commerce, including NOAA's National Marine Fisheries Service (NMFS or NOAA Fisheries Service), and the U.S. Department of the Interior, including the Minerals Management Service and the U.S. Fish and Wildlife Service, are cooperating Federal agencies.

As discussed in Section 1.3.2, for significant impacts, the CSLC must adopt a Statement of Overriding Considerations to approve the Project if the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects (State CEQA Guidelines section 15093(a)). After the CSLC's decision, other State and local agencies may take actions on the Project, i.e., on related permits or necessary approvals. These agencies include the California Public Utilities Commission, the California Coastal Commission, the California Department of Fish and Game, the California Air Resources Board, the Los Angeles Regional Water Quality Control Board, the California Department of Transportation, the City of Oxnard and/or Ventura County (for the onshore part of the Project within the coastal zone), and local air quality control districts such as the Ventura County Air Pollution Control District and the South Coast Air Quality Management District. Section 1.4.2 contains information on the changes to the proposed Project that have been made during the environmental review process.

Section 1.5 contains information on opportunities for public comment. After the MARAD final license hearing, the public will have 45 days to comment on the Final EIS/EIR and the license application. The Federal and State agencies will have an additional 45 days to provide comments to the MARAD Administrator. The Administrator must issue the Record of Decision within 90 days after the final license hearing. The CSLC will hold a hearing to certify the EIR and make the decision whether to grant a lease. The California Coastal Commission will also hold a hearing. Comments received will be evaluated before any final decision is made regarding the proposed Project.

California Senate Bill 426 (Simitian), which would have created a ranking process for different LNG projects, was re-referred to the California Assembly Committee on Utilities and Commerce on

August 24, 2006. As of November 30, 2006, the Legislature's Current Bill Status shows it as "From Assembly without further action," which ended the consideration of the bill during the 2005-06 Legislative Session.

P355-7

Thank you for the information. The CEC's evaluation of natural gas needs incorporates economic trends specific to California, such as greater use of natural gas for electricity generation.

P355-8

As stated in Section 1.2.3, according to the CEC, "The ability of these traditional supply sources (Western Canada and the Southwest) to continue to supply California would depend on further pipeline capacity improvements in the Rocky Mountain Basin as well as on industry success in finding and extracting new sources." See also the responses to Comments P355-1 and P355-3.



Page 1-12, Lines 30-38 (**Weak and limited in scope missing the most important parts of "dependence on foreign energy sources" and misusing our own resources**)

We are currently in a severe "foreign supply" dependence situation and have been for years on oil for vehicle fuels. This is almost a crisis with some folks believing we go to war to protect our future supplies. If we start to consume more and more foreign sources of national gas from great distances, we are potentially creating risky situations for economic-policy-political and geographic disruptions to our society. This is a replay of our fuel oil situation which started in the 50's in Saudi Arabia with our oil company activities. We pumped much of our own North American oil out fast (in the last 100 years) and burned it up fast in vehicles which grew bigger and bigger and more powerful and this became gas guzzlers and low mileage per gallon people movers. We still produce many gas guzzlers. In 100 years, folks will look back and see this "sorry foolishness" as being very destructive to our nation, our people and the environment of the world.

What's missing here is a comparison to the oil for vehicle fuel history we are currently in crisis with. Nothing is mentioned. It must be looked at so we don't repeat this nearsighted policy and behavior as a nation. Production of low fuel mileage cars, trucks and other vehicles has created a energy crisis for us and maybe the world. To bring in foreign LNG to help supply our natural gas needs without placing renewables and conservation and efficiency at the top of our research and development agenda is foolish and repeating the history of oil for vehicle fuels - the crisis we are currently in. We don't need another foreign energy supply dependence crisis in years to come.

Page 1-12, Lines 24-29. (The statement on page 1-12, line 26 "energy security and the United States Economy) is a weak reference to a very important issue left out- global demand mainly from China and India --it leaves out the demand factor from China and India with a combined population of over 2.3 billion people (about half the earth's people-- the U.S. has about 300 million.)

**This Dependence on Foreign Energy Sources section is pitiful.** It is as if it was written as "an after thought" once the writers dealt with all the "technical" "bolts and nuts" of the small pieces of this "puzzle". Compared to China and India, this U.S. economy is flat and maybe growing at an inflationary rate 2 to 4 %. China and India's, especially China is growing at 8 to 12 %. And if we really want to look at demand for energy resources, this report must consider the size of these countries compared to ours. Demand comes from population size and GDP (Gross Domestic Product) characteristics. And guess what, much of the supply sources for the LNG being considered is in the world geography near China and India. Making it more likely that sales will go to them, rather than shipping thousands of miles in tankers, unless of course the U.S. is willing to pay much more per BTU to get it. As demand rises, and it will, guess what the price will be raises. The Market place wins, the company wins and the consumer loses.

### 1.3.2 The California State Lands Commission

P355-9

P355-9

Section 1.2 discusses dependence on foreign energy sources. As noted, the State is "increasing its energy conservation programs, will retire less efficient power plants, and is diversifying its fuel mix by accelerating the Renewables Portfolio Standard." It includes information on the specific actions being taken to reduce per capita use of electricity, a major consumer of natural gas, through increased energy and conservation measures. Nevertheless, the CEC's 2005 Natural Gas Assessment Update includes importing natural gas supplies.

P355-10

P355-10

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

P355-11

P355-11

Thank you for the information. See the response to Comment P355-6.

## P355-11 Continued

P355-11  
Continued

Page 1-17, Lines 16 and 17 (**Magnitude of the Impact-We need Evidentiary Hearings on the Impact of this project on our SocioEconomic future**) The State Lands Commission needs to further examine section 4-16 SocioEconomics within CEQA as the potential for impact on the physical conditions of this Ventura County area and the California geography being proposed for supply by this LNG energy supply. This picture can be scary. Once a dependence upon foreign LNG for national gas supplies is established there PROBABLY will be less and less money, policy and "will" to research and develop renewable energy sources which may "cost" more at the present but create self sustaining economy in the future. Creating a unhealthy situation for our economy and for our people with our "hands being held out" for energy to a foreign company, a foreign supply and a worldwide pricing system dependent upon "supply and demand". There is potentially a great Magnitude of Impact which the State Lands Commission should consider as it is asked to permit this "dependence" to be transported over and under our coastal waters. It will negatively impact Californians. We need Evidentiary Hearing at the PUC to examine the importation over and under our Coastal Waters of a "dependency" product which will take our money resource back to foreign "banks" and forever place us in debt to others for our basic energy needs.

Here's a scary potential picture. The ship gets loaded in Indonesia and is about to "sail"...a "futures trader" for LNG has just swung a deal to buy the "load" at twice the price as one of the very populated countries nearby is willing to pay the price, as their national reserves are billions and our U.S. reserves are zero due to our large national debt and negative balance of payments. Unless we match and exceed the price, no ship arrives "next week". Result: brown outs, black outs, and more home heating wood fires.

### 3.0 Alternatives (Evidentiary Hearing needed by the PUC on conservation data, programs and current and future research and development programs)

Page 3-5 Lines 5-31 (**New directions by California's Governor**) The Governor of California is actively working to develop new and expanded energy efficiency and environmental programs impacting energy use to make California a leader in green environmental results. Since these activities and announcements come frequently now that global warming is being recognized and that California is seen and is a state leader for this nation and the world, we need to update and relook at these issues before giving a permit to import foreign LNG over and under our coastal waters and lands.

Page 3-7 Lines 1-9. (**Again, a need to look at the Renewable Energy Picture with Evidentiary Hearing and multiple public hearings with a Legislative Analyst Office study on the subject--The sentence quoted below is a serious charge for impeding renewable.**) The sentence on page 3-7, lines 1,2,3 and 4 is a serious charge left hanging "on a cliff". It needs to be defined and

## P355-12

Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases.

## P355-13

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

P355-12

P355-13

detailed as to what it means and how the Administrative Procedures can be fixed to make it less "hindered". **The sentence is: "A component of State Policy is to diversify the electricity system with renewables, partly in response to growing natural gas dependence; however, administrative procedures have hindered the State's goals to meet its renewable energy goals."**

So, what now. this sentence is left without comment. If true, the "hindering" mentioned needs to be addressed in public hearing so renewables can "take off".

**Please, State Land Commission Commissioners, do not certify this DEIR. It is still missing pieces. Save California from another addictive disease -- foreign supply national gas dependency--this could become the new "drug problem" for our children...concentrate and support on Conservation, Renewables, and especially Solar...this can and should be California's future...environmentally, economically, politically and as an earth-wide known leader in caring for our world. Thank you.**

P355-13  
Continued

P355-13 Continued

P355-14

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P355-14

**From:** Michael Miller [vmml@charter.net]  
**Sent:** Monday, April 24, 2006 10:00 PM  
**To:** BHPRevisedDEIR@slc.ca.gov  
**Cc:** BeInvolved@aol.com  
**Subject:** Natural Gas Platforms

*April 24, 2006*

*Dear California State Lands Commission:*

*I do not support additional natural gas platforms off the coast of California. It is time we start talking energy independence not just a shift to another carbon dioxide producer.*

*"I understand that five platforms are being proposed - two off Oxnard's coast, and one off Malibu's shores."*

*I agree with this synopsis and comparison to the oil development platforms that Santa Barbara unwittingly agreed to many years ago. A disturbing number of parallels can be drawn between the current effort to bring liquid natural gas (LNG) terminals to the waters off Ventura County and Malibu and the efforts in the late 1960s to maximize oil production in the Santa Barbara Channel.*

*Then, as now, the local communities did not favor the plan.*

*The Santa Barbarans' fears were not unfounded. Since 1886, residents had witnessed oil development off their shores. They'd seen how oil companies would hastily erect drilling equipment, extract oil as quickly as possible, and then depart, leaving pilings and pipes - and toxic spills - behind.*

*I agree with this statement, "Let's put a solar panel on every roof in our state before we let foreign oil and gas companies speculate with our health, our environment and the legacy we leave our children."*

Suits me just fine. I will pledge to do everything in my power to not be wasteful if you will do everything in your power to provide California with alternative fuel sources.

Sincerely,

Vita Miller

1205 Bay Oaks Drive

Los Osos, CA 93402

805-528-5926

P021-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P021-2

Section 2.2 describes Cabrillo Port as proposed; the proposed Project does not include platforms.

Sections 3.3.8.1 and 4.20.1.1 contain information on the proposed Clearwater Port project, which would convert an existing oil and gas platform, Platform Grace, to an LNG terminal.

P021-1

P021-2

P021-3

Section 3.3.2 addresses renewable energy sources, including solar power, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports and as alternatives to the proposed Project.

Section 1.2 discusses dependence on foreign energy sources.

P021-3

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

*Lashita Mitchell*  
Lashita Mitchell  
1176 Newport Ave  
Long Beach CA 90804

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

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Sincerely,

*Judy Hoadel*  
JUDY HOADEL  
17424 CAMINO DE YAFASTO  
PACIFIC PALISADES CA. 90272

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

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Sincerely,



NISSA MOADES  
17424 CAMINO DEL YATASO  
PACIFIC PALISADES, CA 90272

P304

2006/P304

Dwight Sanders

April 24<sup>th</sup>, 2006

State Lands Commission  
100 Howe Avenue  
Suite 100 South  
Sacramento Ca. 95825-8202

Re: Comments to Revised Draft EIR State clearinghouse number 2004021107  
Proposed BHP Cabrillo Port

Dear Mr. Sanders,

Attached are 100 letters from 100 different Malibu California residents, commenting to the Revised Draft EIR. The citizens of Malibu overwhelmingly find fault with the Revised EIR, and do not want the project to proceed.

Please post the attached comments of over the 200 Malibu residents to the revised EIR and take them into consideration as you review the proposed project.

Sincerely,



Tom Molloy  
29549 Harvester Rd  
Malibu Ca. 90265

tomsmolloy@yahoo.com

310-589-9125

P304-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P304-2

All comments received during the public review period are published and responded to individually in this Final EIS/EIR.

| P304-1

| P304-2



To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

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There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

Ked. Horn  
Keeski Moore

205 B S Lucia Ave  
Redondo Beach 90277



## C & M NURSERY

195 N. THOMPSON ROAD • POST OFFICE BOX 383  
NIPOMO, CALIFORNIA 93444  
TELEPHONE 805-929-1941 • FAX 805-929-5588

May 1, 2006

Mr. Dwight E. Sanders  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825

Cabrillo Port: 2004021107

Dear Mr. Sanders;

I am writing to you today to voice my strong support of the Cabrillo Port project sponsored by BHP Billiton to be located off the coast of California. As a member of the agricultural community both in farming and nursery products, there is not a single aspect of my industry that has not been severely damaged by the increased costs of natural gas over the past 3 years.

Our nursery greenhouses require natural gas to heat them during the winter and over cool nights. The fruits and vegetables that we grow all require some type of processing be it cooling, drying, or downstream processing into other products. Our orchards in the winter require frost protection from natural gas driven wind machines, and irrigation water in the summer from deep wells supplied by electric motors or natural gas driven engines. All of these inputs require energy in the form of either electricity or natural gas in itself. Natural gas has quickly become the backbone of not just the agricultural industry in California, but all of California. To feed this requirement for the business customers as well as residential consumers will require an ever abundant supply of this safe and clean fuel.

Because natural gas is so important to my industry and my business in particular, I have taken the time to study the Cabrillo Port project in some detail and I commend the planners of this project for the scope as designed. The port itself, the transportation of the LNG and the re-gasification process all lend to a project that points to being safe and reliable to do the promised job of delivering natural gas to California.

I urge the decision makers of this project to put politics aside, and vote in the good interests of the residents of California and our agricultural and business interests by approving this project. California needs much more imported natural gas than even this project will provide, which makes it all the more imperative that this project and subsequent good quality projects like Cabrillo Port be approved.

Respectfully submitted,

  
Mark Moore

V232

2006/V232

V232-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V232-1

# P336 **Comment Form/Formulario Para Comentarios**

**Cabrillo Port LNG Deepwater Port—Revised Draft EIR**  
**Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR**

To receive a copy of the Final EIS/EIR, you must provide your name and address.  
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Maria Paz Morales

Organization/Agency (Organización/Agencia): The Sierra Club

Street Address (Calle): 659 South "D" St apt B

City (Ciudad): Oxnard

State (Estado): Ca Zip Code (Código Postal): 93030

email address (dirección de correo electrónico):

**Please provide written comments on the reverse  
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma  
 en la caja del comentario.**

**You may also address any written comments  
 to the attention of:**

**Dwight E. Sanders**  
 California State Lands Commission  
 Division of Environmental Planning and  
 Management  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825  
**Include the State Clearinghouse number:**  
**2004021107**

**Comments may also be submitted via email  
 to: BHPRevisedDEIR@slc.ca.gov**

**Usted puede dirigir también cualquier  
 comentario escrito a la atención de:**

**Dwight E. Sanders**  
 California State Lands Commission  
 Division of Environmental Planning and  
 Management  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825  
**Incluir el número de State Clearinghouse:**  
**2004021107**

**Los comentarios también se pueden enviar  
 por correo electrónico a:**  
**BHPRevisedDEIR@slc.ca.gov**

**All comments must be received  
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido  
por 5 de la tarde, hora Pacifico, el 12 de mayo de 2006**

P336-1

La Sección 4.2 y el Apéndice C contienen información adicional y revisada acerca de este tópico. La Sección 4.11 contiene información acerca de peligros sísmicos y geológicos. Los Apéndices J1 a J3 contienen evaluaciones adicionales de peligros sísmicos. Las Secciones 4.6.4 y 4.18.4 discuten los potenciales impactos del Proyecto a la calidad del aire y a la calidad del agua.

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

P336-1

yo pienso que porque es mucho  
peligro para la ciudad.  
en un temblor pueden explotar  
la tubería y contaminar  
el mar y la ciudad.

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

P336 (*English Translation*)

Name (Nombre): María Paz Morales

Organization/Agency (Organización/Agencia): The Sierra Club

Street Address (Calle): 659 South "D" St. Apt B

City (Ciudad): Oxnard

State (Estado): CA Zip Code (Código Postal): 93030

email address (dirección de correo electrónico):

\_\_\_\_\_

I think it is a great danger for the city. In an earthquake the pipeline might explode  
and pollute the sea and the city.

P336-2

## P336-2

Section 4.2 and Appendix C contain additional and revised information on this topic. Section 4.11 contains information on seismic and geologic hazards. Appendices J1 through J3 contain additional evaluations of seismic hazards. Sections 4.6.4 and 4.18.4 discuss the Project's potential impacts to air and water quality.

P324

**Comment Form/Formulario Para Comentarios**

**Cabrillo Port LNG Deepwater Port—Revised Draft EIR**  
**Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR**

To receive a copy of the Final EIS/EIR, you must provide your name and address.  
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Rosa M Morales

Organization/Agency (Organización/Agencia): The Sierra Club

Street Address (Calle): 659 So "D" St. Apt "B"

City (Ciudad): Oxnard,

State (Estado): CA. Zip Code (Código Postal): 93030

email address (dirección de correo electrónico):  
 \_\_\_\_\_

**Please provide written comments on the reverse  
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma  
 en la caja del comentario.**

**You may also address any written comments  
 to the attention of:**

**Dwight E. Sanders**

California State Lands Commission  
 Division of Environmental Planning and  
 Management

100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825

**Include the State Clearinghouse number:  
 2004021107**

**Comments may also be submitted via email  
 to: BHPRevisedDEIR@slc.ca.gov**

**Usted puede dirigir también cualquier  
 comentario escrito a la atención de:**

**Dwight E. Sanders**

California State Lands Commission  
 Division of Environmental Planning and  
 Management

100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825

**Incluir el número de State Clearinghouse:  
 2004021107**

**Los comentarios también se pueden enviar  
 por correo electrónico a:  
 BHPRevisedDEIR@slc.ca.gov**

**All comments must be received  
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido  
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

*Queremos Ayuda, por favor.  
no queremos esa tubería en Oxnard  
& en ningún lado eso definitivamente  
es mucho muy peligroso por toda  
la gente en un temblor que pasaría  
se acabaría toda nuestra gente de  
Oxnard, eso realmente no es  
nada bueno y pues haber porque  
escogieron a Oxnard, porque no  
pensaron en Santa Barbara o Santa  
Monica es que aquí nuestra gente  
no tiene valor o qué.  
eso no es bueno definitivamente  
no lo queremos aquí.  
"no queremos morir" por dinero  
para ellos no y no.*

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

P324-1

La Sección 4.2.7.6 y la Evaluación Independiente de Riesgos (Apéndice C1) contienen información acerca de los impactos a la seguridad pública por varios incidentes en la FSRU. El análisis indica que la distancia máxima de impacto de un accidente involucraría la dispersión de una nube de vapor que se extendería 6.3 millas náuticas (7.3 millas) desde la FSRU. La FSRU estaría ubicada aproximadamente a 12.01 millas náuticas (13.83 millas) costa afuera; por lo tanto las consecuencias de un accidente que involucre el transporte de LNG por medio de cargueros y almacenamiento en la FSRU, se extenderían no más cerca de 5.7 millas náuticas (6.5 millas) desde la costa. La Figura ES-1 muestra las distancias de las consecuencias que rodearían el sitio de la FSRU para los peores eventos creíbles.

P324-1

La Sección 4.2.8 tiene en cuenta aspectos de seguridad relacionados a ductos de gas natural. La Sección 4.2.8.4 contiene información acerca del riesgo estimado de los incidentes del ducto del Proyecto.

P324-2

La Sección 4.11 contiene información acerca de peligros sísmicos y geológicos, y mitigación que trata específicamente el daño potencial a los ductos propuestos por una ruptura directa a lo largo de líneas de falla. Los Apéndices J1 a J4 contienen evaluaciones adicionales de peligros sísmicos.

P324-2

La CLSC, la USCG, y MARAD recibieron una solicitud para un puerto de aguas profundas costa afuera del Condado de Ventura y por lo tanto han analizado el sitio. Las Secciones 3.3.5, 3.3.6, y 3.3.7 discuten las ubicaciones alternativas consideradas. La Sección 4.19.4 discute los impactos a la justicia ambiental.

P324-3

P324-3

Su mención está incluida en el registro público y sería tomada en cuenta por aquellas personas encargadas de tomar las decisiones, cuando consideren el Proyecto propuesto.

## P324 (English Translation)

Name (Nombre): Rosa M Morales

Organization/Agency (Organización/Agencia): The Sierra Club

Street Address (Calle): 659 So "D" St. Apt B

City (Ciudad): Oxnard

State (Estado): CA Zip Code (Código Postal): 93030

email address (dirección de correo electrónico):  
\_\_\_\_\_

Please, we need help!

We do not want that pipeline in Oxnard or in any other place. It is definitely very dangerous for all the people. What would happen in an earthquake? All our people in Oxnard would die. That pipeline is really not any good at all and so why was Oxnard chosen, why didn't you think about Santa Barbara or Santa Monica? Isn't our people here worthy or what?

That is definitively not good, we do not want it here!

"We do not want to die" for money for them, definitely not!

P324-4

P324-5

P324-6

## P324-4

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline. Figure ES-1 depicts the consequence distances surrounding the FSRU location for worst credible events.

Section 4.2.8 addresses safety issues related to natural gas pipelines. Section 4.2.8.4 contains information on the estimated risk of Project pipeline incidents.

Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines. Appendices J1 through J4 contain additional evaluations of seismic hazards.

## P324-5

The CLSC, the USCG, and MARAD received an application for a deepwater port off the shore of Ventura County and have therefore analyzed that location. Sections 3.3.5, 3.3.6, and 3.3.7 discuss the alternative locations considered. Section 4.19.4 discusses environmental justice impacts.

## P324-6

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.



To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,



MARK MORGAN  
5501 HORIZON DR.  
MALIBU. CA. 90265

**From:** Alisa Morgenthaler Lever [Amorgenthaler@chrismill.com]  
**Sent:** Friday, May 12, 2006 4:32 PM  
**To:** bhpreviseddeir@slc.ca.gov  
**Subject:** Statement in Opposition to Cabrillo Port Liquefied Natural Gas("LNG") Project

I am a resident of the Point Dume area of Malibu. My address is 28827 Grayfox Street, Malibu CA 90265. The purpose of this e-mail is to express my strong opposition to the above-referenced project ("Project")

I oppose the Project because the alleged benefits of the Project do not remotely justify the substantial harm to the environment, degradation of the coastal view and degradation of coastal property values which would result from construction of the Project. In addition, there are much better alternatives for energy resources which would not carry these negative consequences. Thus, I believe that approval of this Project would not be a rational and reasonable decision and would violate the spirit, if not the express terms, of the California Coastal Act of 1976. Accordingly, I urge the State to disapprove the Project.

In 1976, the State Legislature enacted the California Coastal Act of 1976. At that time, the Legislature found, among other things, that "...the California coastal zone is a distinct and valuable resource of vital and enduring interest to all the people and exists as a delicately balanced ecosystem ... [and] that permanent protection of the State's natural and coastal resources was of paramount concern to present and future residents of the State and nation....." Approval of the Project would be contrary to this finding.

The Project would have the following negative impacts on the environment and economy, among others:

--The Project would be located near major shipping lanes, potentially impacting navigation by commercial, private and Naval vessels. An accident at the terminal or on a tanker would threaten ships, recreational boaters and marine wildlife with explosion or fire.

--According to the U.S. Geological Survey, the LNG terminal and new gas pipelines are proposed for seismically active earthquake areas, which significantly increases the **risk of environmental accident**

--The Project would **emit over 270 tons of smog-producing pollution** per year into the Oxnard area making BHP the worst polluter in Ventura County.

--The Project would be **located in a unique, sensitive ecosystem** near the Channel Islands National Park and Marine Sanctuary. Project operations would kill plankton like fish eggs and larvae and pipeline construction could disrupt coastal wetlands and impact habitats.

--Discharges from the Project will **degrade ocean water quality**. Underwater noise from the tankers the teminal pipeline construction could ipact whales and dolphins or cause them to abandon traditional habitat and migration routes.

--The Project would **significantly degrade the coastal view** from the mainland. This would impact the quality of life for all Californians and result in **substantial degradation of coastal property values**, resulting in a corresponding harm to the local economy.

Accordingly, I once again urge you to oppose the approval of the Project. Please feel free to contact me if you have any questions. Thank you for your consideration.

Alisa Morgenthaler Lever

#### P085-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

#### P085-2

Sections 4.6.4 and 4.18.4 discuss the Project's potential impacts to air and water quality. Sections 4.7.4 and 4.8.4 discuss potential impacts to marine and terrestrial environments. Section 4.16.1.2 contains information on property values.

#### P085-3

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on meeting energy needs through alternative energy sources and conservation.

#### P085-4

Section 4.7.4 discusses the Project's consistency with the California Coastal Act of 1976.

#### P085-5

The FSRU would be located about 2 nautical miles from the southbound coastwise traffic lane. Given this distance, its presence, under normal operating conditions, would not interfere with operations in the TSS. The IRA (Appendix C1) concludes that impact distances from accidental releases and intentional events would not reach the nearest shoreline and that the members of the public who would be at risk would be those in the vicinity of the FSRU or in the coastal shipping lanes. Sections 4.7.4 and 4.15.4 address impacts to marine biology and recreation.

#### P085-6

Sections 4.11.1 and 4.11.4 discuss geologic hazards and mitigation.

#### P085-7

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

#### P085-8

Section 4.7.4 contains information on potential impacts on marine biological resources and mitigation measures to address impacts. See also Appendix H1.

P085-9

Section 4.18.4 discusses potential impacts on water quality.

Section 4.7.4 discusses the effects of noise on marine mammals.

P085-10

Section 4.4 and Appendix F contain information on visual resources, impacts, and mitigation. Appendix F describes how visibility from various distances was evaluated and provides additional simulations prepared for viewpoints at elevated sites along the Malibu coastline and inland areas.

See the response to Comment P085-2.

28827 Grayfox Street  
Malibu, CA 90265  
310-282-6287  
e-mail: [amorgenthaler@chrismill.com](mailto:amorgenthaler@chrismill.com)

P276

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

*Sieglinde Morrent - Sverdlow*  
SIEGLINDE MORRENT - SWERDLOW  
6421 Herri H Drive  
Malibu, Ca 90265



HEARTH-SIDE HOMES

May 9, 2006

Dwight Sanders  
**State Lands Commission**  
 100 Howe Avenue  
 Suite 100-South  
 Sacramento, CA 95825

Re: Revised DEIR for the Cabrillo Port LNG Deepwater Port

Dear Mr. Sanders:

Since 2003, Hearthside Homes has been working with the City of Oxnard to prepare a specific plan, pursuant to Government Code Section 65450, for 323 acres of land north of Hueneme Road between Edison Road on the west and Olds Road on the east. The specific plan area is known as SouthShore. The alignment of the proposed "Center Road Pipeline" for the onshore LNG pipeline is located along Hueneme Road between Edison Road and Olds Road which is within the boundaries of the SouthShore Specific Plan. As such, the Center Road Pipeline alignment has a substantial impact on the preparation of the SouthShore Specific Plan and the land uses planned for the property.

The City of Oxnard's General Plan for the properties covered by the SouthShore Specific Plan includes residential, commercial, recreational and educational uses. In fact, the City's general plan calls for both an elementary school and a high school to be located within the specific plan area. For the last three years, Hearthside Homes has been working with the Ocean View School District and the Oxnard Union High School District to identify suitable locations for an elementary school and a high school in the specific plan area. There are two constraints that exist on the site today that make finding suitable locations for school facilities difficult: 1) the Southern California Gas Company's 30 inch high pressure gas pipeline that runs along the eastern edge of the site, and; 2) the Southern California Edison Company's 220KV overhead transmission lines that form the eastern and northern boundaries of the site.

As stated in the DEIR on page 4.13-15, the State Department of Education establishes certain setback criteria for locating schools near overhead transmission lines and high pressure gas pipelines. When these state imposed setbacks are applied to the existing high pressure gas pipeline and the overhead transmission lines that exist on the SouthShore site, it reduces the area that is available for locating school facilities by approximately one third. The Center Road Pipeline alignment along Hueneme Road poses a third and more formidable constraint to locating school facilities within SouthShore that effectively eliminates a high school site from the specific plan area and reduces the area available for an elementary school to a narrow strip of land at the northeast end of the site. An elementary school on this irregular-shaped parcel would be undesirable because it is not centrally located within the community, thus imposing additional transportation costs on the school district, and precludes the school from being constructed in the first phase of development.

Hearthside Homes has serious concerns regarding the impact analysis provided in the Land Use Section of the DEIR. The significance criteria for land use impacts listed on page 4.13-30 states that impacts are considered significant if the project: 1) changes the existing or planned use of a piece of property in conflict with zoning or plans, and; 2) disrupts the use of adjacent properties, as defined by plan policies.

6 EXECUTIVE CIRCLE, SUITE 250, IRVINE, CALIFORNIA 92614 (949) 250-7700 FAX (949) 250-7705

P389-1

On February 27, 2004, the Coast Guard, the Maritime Administration (MARAD), and the California State Lands Commission (CSLC) issued a notice of intent and notice of preparation (NOI/NOP) for preparation of a joint environmental impact statement/environmental impact report (EIS/EIR) for the proposed Cabrillo Port Liquefied Natural Gas Deepwater Port. The City of Oxnard issued an NOP for an EIR for the Ormond Beach Specific Plan on September 12, 2005, for development of a 920-acre community that extends from Edison Road on the west to Olds and Arnold Road on the east, West Pleasant Valley Drive on the North and the Pacific Ocean to the South. A Draft EIR for the Ormond Beach Specific Plan Area has not been issued and the specific plan is not yet approved.

P389-1

The Northern Subarea of the Ormond Beach Specific Plan Area, which is the 323 acres north of Hueneme Road, and which is also referred to as the SouthShore Specific Plan Area, is outside the Oxnard city limits, but is within the City of Oxnard's Sphere of Influence (see Section 4.13.1.3). Section 4.13.1.3 contains information on existing and future sensitive land uses, including proposed schools in the Northern Subarea of the Ormond Beach Specific Plan Area.

P389-2

The proposed alignment of the Center Road Pipeline along Hueneme Road is adjacent to the southern boundary of the Ormond Beach Specific Plan Area. The Applicant has also incorporated measure AM LU-1 into the proposed Project (see Section 4.13.4). As allowed by existing franchise agreements SoCalGas has with the City of Oxnard, this Applicant measure would align the Center Road Pipeline in the ROW of the future McWane Boulevard, south of Hueneme Road between Edison Drive and Arnold Road, if this routing of McWane Boulevard were to be approved and constructed prior to the construction of the Center Road Pipeline.

P389-2

Thank you for the information. Figure 2.1-1 identifies the location of the proposed pipeline. Sections 4.13.3 and 4.13.4 contain information on potential impacts on existing and future land uses near the proposed pipeline route and mitigation to address such impacts. As discussed in Section 4.13.2.1, "Consistency with local land use plans must be viewed within the context of the existing franchise agreements that Ventura County and the Cities of Oxnard and Santa Clarita have with SoCalGas. These franchise agreements grant the right, privilege, and franchise for SoCalGas to lay and use pipelines and appurtenances for transmitting and

distributing natural gas for any and all purposes under, along, across, or upon public streets and other ROWs."

The design, construction, and operation of natural gas facilities are highly regulated; the U.S. Department of Transportation's (USDOT) Pipeline and Hazardous Materials Safety Administration and the California Public Utilities Commission's Division of Safety and Reliability have jurisdiction over pipelines. Section 4.2.8 discusses the background, regulations, impacts, and mitigation measures for natural gas pipelines. Section 4.2.8.4 describes Project-specific valve spacing and design requirements.

The proposed pipelines would meet standards that are more stringent than those of existing pipelines because they would meet the minimum design criteria for a USDOT Class 3 location. Also, MM PS-4c includes the installation of additional mainline valves equipped with either remote valve controls or automatic line break controls. SoCalGas operates high-pressure natural gas pipelines throughout Southern California.

Section 4.13.1.3 contains revised text to clarify the State of California Department of Education's (CDE) criteria for locating schools near pipelines. School site selection standards, Title 5 of the California Code of Regulations section 14010(h), state that school sites shall not be located near an aboveground water or fuel storage tank or within 1,500 feet of the easement of an aboveground or underground pipeline that can pose a safety hazard as determined by a risk analysis study conducted by a competent professional. According to the CDE, the May 2002 draft *Proposed Standard Protocol Pipeline Risk Analysis*, which was prepared under contract for the CDE, has become the de facto acceptable assessment methodology to guide the conduct of such a risk analysis after a school site is selected, even though there is no legal requirement to use it. Section 14010(h) does not prescribe a minimum setback for proposed school sites from natural gas pipelines, and the existence of a pipeline within 1,500 feet of a proposed school site does not automatically preclude the site from approval. The results of the risk analysis are used to determine the suitability of a proposed school site and would be used to prescribe setback requirements on a case-by-case basis.

Education Code section 17213 prohibits the acquisition of a school site by a school district if the site "contains one or more pipelines, situated underground or aboveground, which carries hazardous substances, acutely hazardous materials, or hazardous wastes, unless the pipeline is a natural gas line which is used only to supply

natural gas to that school or neighborhood." The proposed natural gas pipeline does not cross any proposed school site.



Clearly, the proposed Center Road Pipeline alignment changes the planned use of the SouthShore property and disrupts the use of the property as envisioned in the City of Oxnard General Plan by severely limiting the ability of the school districts to comply with state Education Code requirements for new school locations. The analysis contained in the DEIR concerning future school sites undertaken by the Ocean View School District cavalierly dismisses the impact of the pipeline alignment by stating that the district already has one high pressure gas line to avoid so avoiding two should not be a problem. This analysis is not supported by any evidence whatsoever and directly conflicts with the significance criteria established in the DEIR.

In addition to school facilities, the SouthShore Specific Plan allows for commercial development at the northwest corner of the future extension of Rose Avenue south to Hueneme Road. The specific plan policies and regulations allow for retail shopping at the site and day care facilities may be an allowable use as well. The DEIR considers both of these uses as sensitive land uses. Nowhere in the DEIR does it state how impacts to these sensitive land uses are going to be mitigated.

As stated above, the Center Road Pipeline alignment creates a significant adverse impact to the SouthShore Specific Plan area north of Hueneme Road. Two alternatives proposed in the DEIR reduce the significance of the impact to an acceptable level. First, the Point Mugu Shore Crossing/Casper Road Pipeline alternative entirely eliminates impacts to the SouthShore Specific Plan area. This is the environmentally superior alternative with respect to impacts on land uses in the area of the LNG pipeline. Second, although this alternative offers less environmental protection than the Casper Road Pipeline, the Arnold Road Shore Crossing/Arnold Road Pipeline causes less impact to the SouthShore Specific Plan than the Center Road Pipeline. Moving the pipeline alignment east to Arnold Road avoids adverse impacts to the SouthShore commercial site and increases the amount of land available to locate a viable elementary school within the specific plan area. It does not, however, free up enough land to allow for a future high school site north of Hueneme Road and Olds Road.

A variation of the Arnold Road alternative would be to bring the pipeline onshore at the proposed Center Road Pipeline location at Edison Road and then run it along the future extension of McWane to Arnold Road (the extension of Mc Wane to Arnold Road is proposed as part of the Ormond Beach Specific Plan on the south side of Hueneme Road). This alternative keeps the proposed Center Road Pipeline onshore location in tact and avoids adverse impacts to the SouthShore Specific Plan area by routing the pipeline over to Arnold Road via McWane approximately one mile south of Hueneme Road. We urge the State Lands Commission to adopt one of the three proposed alternatives in order to avoid significant adverse impacts to future land uses within the SouthShore Specific Plan.

Sincerely,



Ed Mountford  
Sr. Vice President

cc. Oxnard City Council  
Ocean View School District  
BHPBilliton

## P389-2 Continued

P389-2  
Continued

## P389-3

As stated in Section 4.13.1.3, "SoCalGas has confirmed that there is an existing 8-inch 150 pounds per square inch (psi) gas distribution pipeline already located adjacent to this proposed site [for an elementary school]. Therefore, it appears that the provisions of [Title 5 of the California Code of Regulations] section 14010 need to be addressed by the Ocean View School District regardless of whether the proposed Project is approved, and the District would have to conduct a pipeline risk analysis if it were to pursue this site."

P389-4

## P389-4

See the responses to Comment P389-1 and Comment P389-2.

P389-5

## P389-5

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P389-6

## P389-6

The proposed alignment of the Center Road Pipeline along Hueneme Road is adjacent to the southern boundary of the proposed Ormond Beach Specific Plan Area. The Applicant has also incorporated measure AM LU-1 into the proposed Project (see Section 4.13.4). As allowed by existing franchise agreements SoCalGas has with the City of Oxnard, this Applicant measure would align the Center Road Pipeline in the ROW of the future McWane Boulevard, south of Hueneme Road between Edison Drive and Arnold Road, if this routing of McWane Boulevard were to be approved and constructed prior to the construction of the Center Road Pipeline.

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April 19, 2006

Dwight Sanders  
State lands commission,  
100 Howe Avenue  
Suite 100 South  
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

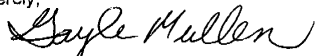
Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore.
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
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There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,



Gayle Mullen  
5402 MEADOW CIRCLE  
H.B. CA. 92649

**From:** Patrick Mullin [PMullin@sunstonehotels.com]  
**Sent:** Thursday, May 11, 2006 2:30 PM  
**To:** 'BHPRevisedDEIR@slc.ca.gov'  
**Subject:** In Support of the Cabrillo Port

During my time living in Alaska in the early 1970's we were faced with the similar challenge of building a major pipeline through the State. While the majority of the construction and location of the Alyeska Pipeline was in remote land there was major a concern of its effect on the people, land, and animals.

Today the pipeline is accepted as part of the environment. The return on investment is valuable to the State of Alaska as well as the resources that we all enjoy.

While there are always safety issues I am confident they will be addressed and our Community will grow to accept the value of having future resources available to our Country. We should not be using OUR resources at this time. I urge the support of this project for the future of our Country.

Patrick Mullin  
805 278 5060

V051-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V051-1

P217

**HERLINDA MURGUIA**  
 2012 Spyglass Trail East, Oxnard, CA 93036-2762  
 805-983-2113

---

20 April 2006

Dwight E. Sanders, State Lands Commission  
 Division of Environmental Planning & Mngt  
 100 Howe Ave, Suite 100-South  
 Sacramento, CA 95825

Cabrillo Port LNG Deep Water Port  
 Clearing House #2004021107

After listening to all the comments that were made last evening (April 19, 2006), I would like to add my concerns to the proposed LNG terminal.

My concerns are not with "what if" scenarios but with facts.

The Port of Hueneme is the only deep sea port between San Diego and San Francisco. It handles major amounts of both Military materiel and commercial import and export commodities.

Both Point Mugu and Port Hueneme are major military installations in this strategic area and are of utmost importance to the defense of our country. A terminal in such close proximity to our bases poses a real threat to our nation's security and those around ground zero.

The air space above the proposed terminal is shared with military jets, commercial air traffic, and private airplanes from the local airports. Remember the Air Alaska flight that crashed off our coast. It was very near the Port of Hueneme.

The proposed area is used by migrating whales. The whales feed on the plankton and zooplankton as do other fish. The ships docking at the terminal will cause devastation to this delicate marine ecosystem and will directly impact the fishing industry. Plankton are the bottom of the feeding chain. Lack of food would lead to the death of many fish and other mammals that are currently in the area.

We are presently seeing the results of dependence on a foreign country for fuel.

P217-1

Thank you for the information.

P217-2

Section 4.3.4 contains information on potential impacts associated with the increased vessel traffic due to the proposed Project. The FSRU would be located 3.5 NM (3.54 miles) from the eastern boundary of the Point Mugu Sea Range (Pacific Missile Range). Impacts MT-5 and MT-6 in Section 4.3.4 address potential Project impacts on Naval and Point Mugu Sea Range operations.

P217-3

Mitigation Measure MT-3f in Section 4.3.4 contains information on the live radar and visual watch that would be required at the deepwater port at all times to detect and identify approaching aircraft.

P217-4

Section 4.7.1.5 discusses migrating whales, and Impacts BioMar-4, BioMar-5, BioMar-9, and BioMar-10 in Section 4.7.4 address impacts on whales and other marine mammals. Impacts SOCIO-1, SOCIO-2, and SOCIO-3 in Section 4.16.4 discuss impacts on commercial fishing.

P217-1

Section 4.7.4 contains information on uptake volumes and potential impacts of seawater uptake and discharge on marine biota, including ichthyoplankton from intake of seawater and, from thermal discharges of cooling water. Appendix H1 contains the ichthyoplankton impact analysis that is summarized in Section 4.7.4.

P217-2

P217-3

P217-5

Section 1.2 discusses dependence on foreign energy sources.

P217-4

P217-5

We do not need to continue such dependence on another foreign country.

Large existing natural gas reserves are now affordable in Texas as a result of changes in drilling methods. This natural gas can be piped into the area if and when it is needed.

We will not have control over BHP Billiton, a foreign company, selling the terminal to an enemy of the United States.

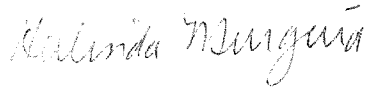
The coast line around the Oxnard area has a prevailing westerly wind throughout the year. Any and all pollutants will be blown towards inhabited areas. These are generally along the Santa Clara River Valley and the Santa Rosa corridor. Equally impacted is the general Malibu area.

Please note that agriculture is still a large industry in Ventura County. The pollutants from the terminal have a significant potential to damage agricultural areas and cause the local economy to suffer losses.

Of more importance is the concern for the health of our citizens who will be breathing this polluted air. The Governor has said he wants California to be known as the first "green" state. Let's do that by saying "NO" to LNG.

Given everything that I have stated above, I urge you to **oppose** the proposed LNG terminal.

Very truly yours,



## P217-5 Continued

P217-5  
Continued

P217-6

### P217-6

Section 1.2.3 contains updated information on natural gas needs in California. Forecast information has been obtained from the California Energy Commission.

P217-7

P217-8  
P217-9

### P217-7

Section 1.2.1 contains additional information on Federal and State responsibilities. As stated, new deepwater ports (DWP) "[m]ust be in the national interest and consistent with national security and energy sufficiency..."

P217-10

P217-11

Section 1.1.1 contains information on the Deepwater Port Act (DWPA). As stated, "[u]nder the DWPA, the Secretary of the U.S. Department of Transportation (Secretary) has the authority to issue a license for a DWP facility...If approval is the option selected, the Record of Decision is followed by a license that must reflect the terms and conditions set forth in the Record of Decision. The Federal license has no expiration date and would remain valid as long as the operator remains in compliance with the license." The DWPA and implementing regulations have strict requirements regarding the ownership of these federally licensed ports. The DWPA and the regulations also control the transfer of any license to insure that U.S. ownership of these facilities is maintained and monitored.

### P217-8

Section 4.1.8.5 addresses existing wind conditions at the offshore Project site.

### P217-9

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

### P217-10

Section 4.6.1.3 contains a revised discussion of emissions from Project construction and operations. Ambient air quality onshore would be temporarily adversely affected during the nine months of construction (see Section 4.6.4 Impact Air-7). Section 4.6.1.2 has been revised to provide an expanded discussion of the potential transport of offshore air pollutant emissions to onshore areas due to

meteorological conditions. Ambient air quality onshore would not be adversely affected by the operations of the FSRU; therefore, agriculture would not be adversely affected by emissions from the proposed Project.

P217-11

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

**Anthony Murguia**

**From:** Anthony Murguia [armurguia@adelphia.net]  
**Sent:** Thursday, April 20, 2006 5:04 PM  
**To:** BHPRevisedDEIR@sic.ca.gov  
**Cc:** armurguia@adelphia.net; Morrispartyof4@aol.com; coleeng@adelphia.net  
**Subject:** Comments Regarding Proposed LNG Facility, Port Cabrillo

Attached is a letter for your information and action as deemed appropriate regarding the proposed LNG Facility off the coast of Oxnard. I do not support the approval of the lease or the development of such a terminal. It will adversely impact:

- The coastal waters and all who depend on it;
- It will damage the quality of life as the result of the pollutants released into the air;
- The national security since it is a prime target in a target rich environment that would cause a great deal of collateral damage should it explode.

...Linda Murguia

## P217-11 Continued

## P217-12

Section 4.18.4 contains information on potential impacts on water quality and mitigation measures to address such impacts.

## P217-13

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

## P217-14

Table 4.2-2 provides information on representative hazards and threats considered in the public safety analysis, including hijacking of the FSRU or an LNG carrier. Section 2.2 of the Independent Risk Assessment (see Appendix C1) contains information on the Security Vulnerability Assessment conducted for the proposed Project. Appendix C3-2 contains information on marine safety and security requirements.

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline.

**Anthony Murguia**

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**From:** Mail Administrator > [Postmaster@<PostmasterDomain>]  
**Sent:** Thursday, April 20, 2006 5:04 PM  
**To:** armurguia@adelphia.net  
**Subject:** Mail System Error - Returned Mail



details.txt (365 B)

Comments

garding Proposed Lt

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<BHPRRevisedDEIR@sic.ca.gov>

Please reply to Postmaster@<PostmasterDomain> if you feel this message to be in error.

P217-15

The host address is slc.ca.gov rather than sic.ca.gov.

| P217-15



From: Dan Murphy [DANMURPH@ADELPHIA.NET]  
Sent: Thursday, May 11, 2006 10:30 PM  
To: BHPRevisedDEIR@slc.ca.gov  
Subject: LNG Terminal- #2004021107

I own a home in Oxnard Shores neighborhood and I support the BHP Port plan.  
Dan Murphy

V053-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

| V053-1